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Volume CCXXXV No. 3065

The SPHERE, London, December 27, 1958

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IMPROVEMENTS TO BLACKWALL TUNNEL—DEMOLITION IN PROGRESS OF THE OLD APPROACH ON THE NORTH BANK OF THE THAMES IN LONDON'S EAST END: The archway will disappear to make way for a new approach, part of the improvement scheme for the tunnel, which carries a dense volume of traffic under the river between Poplar on the north and Greenwich on the south. The work is being carried out in two stages. The second envisages a new tunnel running parallel with the original one.

Blackwall Tunnel, which is one-and-three-quarter miles in length, was opened in 1897. To-day it carries about 13,000 vehicles, daily journeying between the north and south sides of the Thames. Even twenty years ago it was recognised that the original structure, which has a carriageway of only 16 ft. and several sharp bends, was not capable of meeting the demands of ever-increasing traffic. Improvement plans were drawn up by the L.C.C. but had to be shelved because of the war. It was not until May this year that work could be started. The improvements are phased in two stages. The first involves a new approach to the northern end of the tunnel with a half-clover-leaf junction for traffic in all directions. An underpass below the East India Dock Road will allow traffic to enter the tunnel without crossing that busy thoroughfare. The second stage will include the construction of an entirely new tunnel to run under the river parallel with the old one. There will be one-way traffic through each. The cost of the first stage of the scheme is estimated at £1,600,000, including road works, the acquisition of property and rehousing.

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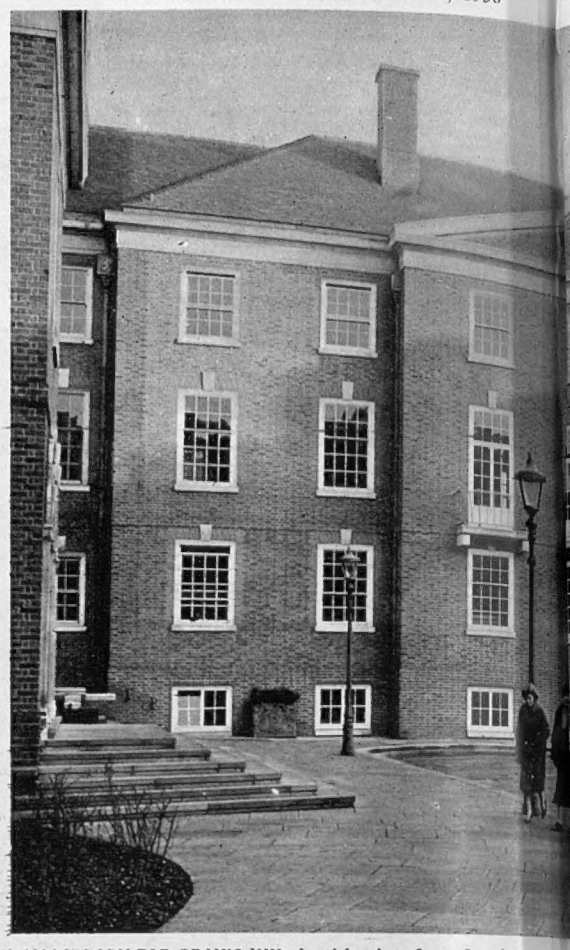
A PIPE-LINE FOR CRUDE OIL: Sections of piping lie alongside the trench in readiness for welding at the start of the construction of the line to run 60 miles across South Wales linking B.P.'s oil tanker terminal at Milford Haven to the Llandarcy Refinery (in background). The pipe-line is expected to be finished by the end of next year.



NEW LIBRARY FOR GRAY'S INN: In this view from South Square, right. *Right*—Inside the Library a staircase leads to the this week. It replaces a temporary one which was opened

A London Newsletter

195-198, STRAND, W.C.2.

A Happy New Year, 1959.—These figures will soon be turning into the frame on our mileage record and our TV set. Shall we record them in history as a turning-point to better things ? We set our hopes on each new year, as we write off the old with disappointment. The New Year is certainly pregnant; we expect it to be delivered of a General Election. We should not object to triplets: some real progress to nuclear disarmament; some real indication that the nations are sick of everlasting crises, *coups d'état* and subversive activities by Communists and other insurgents; and at home the prospect of strong and stable government for some years to come with a majority mandate to do the best they can, realistically and impartially, for the greatest number. For the rest, we may hope for some minor christening gifts from the good fairies for our triplets. A fine summer, an easement of traffic jams, road casualties, a little less successful robbery-under-arms, a little easement of taxation and unemployment, a little more consideration for preserving what remains of our heritage of beauty and a reaction from the banal beastliness of current fiction and snooping columnism. But, no doubt, each reader will have his own list of wanted gifts. It is my prayer and hope that he may obtain some items on his list in 1959.

Railways : A Risky Investment.—In a debate before the Christmas recess, Parliament considered the Bill to empower the railways to borrow more gigantic sums, both for capital expenditure (*i.e.*, modernising their systems) and for meeting their deficit (*i.e.*, throwing good money after bad on a gigantic scale). That is the pessimistic view of the Bill. On the other side is a hard-luck story. Nationalisation has failed, not because nationalisation is invariably a worse thing than competitive private enterprise, but because, nationalised, the railway management has been restricted in its measures to get back to modern efficiency by the Government's concern for what railway users can be expected to pay, by unfair competition, by fair competition from new and less cumbrous means of transport, by increased costs in wages and fuel and raw materials and recently by trade recession. Enterprises which are not in the red have had to face and overcome many of these misfortunes. Moreover, this modernisation is no new idea. It has been going on, we are told, for three years, and many restrictions on new charge-scales have been removed, and the public were assured that economies recently made balanced the latest rise in wages. If there are some signs that the modernisation programme is beginning to show results, these are not enough. Diesel service is said to be gaining back business, if not paying its way. But in the absence of clear and *prompt* proofs that modernisation at enormous cost is going to save the railways, it is difficult to believe that however the vote goes in Parliament, the public will relish this new and vast and badly secured investment of its money linked with an unrestricted authority to the management to increase fares and freights on their non-paying services.

Wigs in the Green.—Many a defendant or prisoner in the dock has felt that he was paying a high price for professional counsel. He expected his Q.C. to roar out his innocence like a bull and to miss no possible handle that might turn a tap favourable to his client. A quiet delivery and exact relevance to the issue on hand are the last matters understood by amateurs who are not trained in the rules of evidence or court procedure. But Q.C.s are expensive to retain, and when the money is gone or not available, amateurs sometimes conduct their own cases. The egregious Bottomley was a *locus classicus*, and his natural vanity was greatly increased by the reputation he made in court and the respect he sometimes gained from Bench and professional counsel. Recently we have been treated to quite a lot of amateur advocacy. Naturally, it tends to spin out proceedings. Irrevelancies for ever creep in, and the chivalrous custom of the Bench to give to amateur counsel and unwigged Portias the longest rope (possibly because the judge realises the impossibility of explaining to them in a few words what is and is not evidence, and relevant) greatly wastes the time of the court. It takes fifteen years' hard labour to make an advocate approved by a judge, and very few amateurs have improved their chances by personal appearances. But those who have won have earned dewdrops from the Bench, and the many who have lost have usually enjoyed their hours of limelight. It is no small or common privilege to hold the field before grave and learned judges and pour out for hours on end the pent-up grievances and sense of injustice of a lifetime.

Committal by Magistrates.—Mr. C. Shawcross, Q.C., has put forward a proposal which, he says, would check the appalling waste of time and money at Petty Sessions caused by the necessity for committal proceedings there in indictable and some other offences. In thirty years' experience of the Bench, I have attended scores of committal proceedings, but never one where the Bench thought fit to refuse to commit the accused nor any case in which the defendant or his counsel elected to disclose some of the evidence for the defence. That suggests that in a very large majority of such cases, the police or prosecution are satisfied that their evidence justifies trial at Quarter Sessions or Assizes, the only competent courts for trial and verdict in graver offences. Accordingly, these proceedings before the magistrates, involving, as they do, a court procedure far more meticulous and infinitely slower than in summary trials (all evidence is taken down in longhand, read back and signed), may take half the full calendar-time of a session, only to end in a few words of formal committal by the Chairman. Mr. Shawcross' proposal is that, instead, the accused should be supplied with verified prosecution evidence and the right to inspect documents. He should then have time to elect either for preliminary hearing or to proceed direct to trial. Both " sides " would be safeguarded. The Prosecution would not be debarred from serving notice of last-minute new evidence, and the judge at Quarter Sessions or Assize could, and no doubt would, exercise the right of Petty Sessions and the (now defunct) grand jury, if he considered the prosecution evidence utterly inadequate to secure a conviction, to throw out the Bill or dismiss the charge at an early stage. I believe that in nine cases out of ten the defendant would elect for trial direct. The saving of time and money would be enormous.

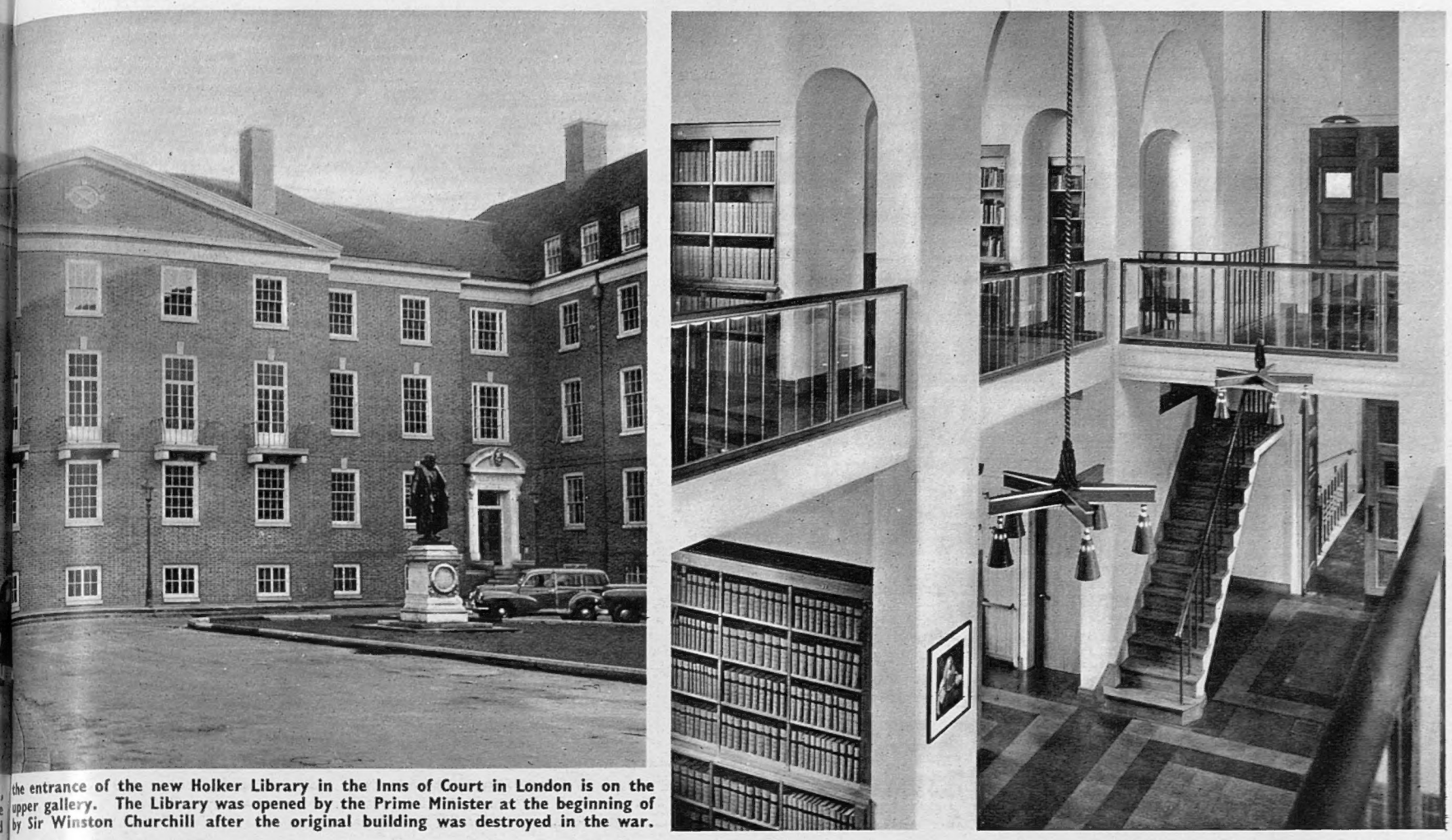
The Side of the Angels.—The measure of the relative importance of religious belief, at any rate among the educated, in the time of Darwin, and now, is clearly contrasted by the nature of our interest in the latest advances and disclosures by scientists concerning the universe and the world we live in. Very few people can follow intelligently the jargon (for lack of a more dignified word) of leading scientists, and Professor Lovell proved in his Reith Lectures to be above my head. Yet he said a mouthful, threw such a bomb as in mid-Victorian days would have shattered society. He propounded that " in a few years' time," Science will be able to settle for ever the rights of two main theories on the origin of the universe. Either creation is a continuous process and the universe, as we know it to-day, will remain for ever as 20,000,000,000 years ago it was, or there was " in the beginning " a primaeval atom created in a condition to which it can never return. If the last alternative is accepted, that primaeval atom *may* be attributed to a divine origin. Science, at any rate, can go no further to disprove Divine creation. What the first alternative implies, I cannot elucidate. But what is clear is that the normal man's interest in to-day's breathtaking discoveries and theories about the universe is not primarily religious. For many, indeed, it is very lukewarm from any point of view. Moreover, Darwin's bomb did not exterminate the angels. The process of decimating them may have set slowly in, but, it seems to me, whichever theory Science " in a few years' time " plumps for, those who remain on the side of the angels will have no cause to consider their case further weakened.

IN NEXT WEEK'S ISSUE

HOLIDAYS IN 1959

" The Sphere's " Annual Preview of Travel Arrangements for the Coming Year

By GORDON COOPER



The entrance of the new Holker Library in the Inns of Court in London is on the upper gallery. The Library was opened by the Prime Minister at the beginning of by Sir Winston Churchill after the original building was destroyed in the war.

There will still be miracles unexplained and unexplainable without a theory of " some far-off divine event."

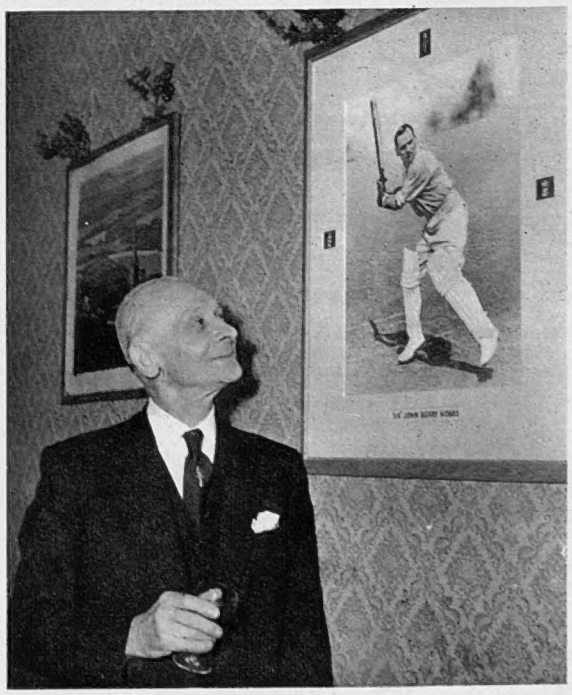
Public Faces.—The human face is capable of so many swift changes of expression that the human eye is often unable to detect them. Our impression of what a given person looks like is usually derived from a leisurely study in moments of repose, and that also is the likeness provided by a deliberate camera study. But when a person is not in repose but intensely active, distraught, in a passion, making a speech, answering hecklers, engaged in a riot or a fight, his features take on expressions unfamiliar to his acquaintances, strange, fierce, comic and frightful, and these can only be registered and recorded by instantaneous snapshots by modern lenses. When we see these photographic records in newspapers, we ask ourselves what manner of men are these, who in their hours of intense activity have thrown off their " natural face in a glass." Statesmen and prelates, speechifying at banquets or on rostrums, often assume the temporary disguise of sheeps' heads or Bottom translated or ranting players in a barn, and Middle Eastern students in their familiar riots almost always assume a simian mask. Normally perfectly respectable citizens, who may be worthy Civil Servants and shopkeepers, when they indulge in protest marches and demonstrations against nuclear installation and are caught by the cameramen being dragged through mud-baths or drenched by relentless rain and hoses, almost invariably assume the appearance of black beetles. There is a good deal to be said, under the threat of this relentless camera-eye, for wearing a mask during all public appearances. And perhaps the Duke and Duchess of Windsor recognise this and are setting a fashion for public faces. Otherwise, I find it difficult to believe that either of them has still the zest and enthusiasm for tartan masks and Parisian fashionable junketings. In advanced age, even the human face in repose can reveal lines of care or satiety better concealed by artifical aids.

What's in a Name?—I like to think that the Stratford Shakespeare Players are delighting audiences in Russian cities, and persuading those Russians, who claim to have invented Shakespeare, that we, too, have an interest in this obscurely annotated man and his well-annotated drama and poetry, and can make a good job of presenting him on the stage. Angela Baddeley, Michael Redgrave, Dorothy Tutin and Coral Browne are in the casts, and *Romeo and Juliet*, *Hamlet* and *Twelfth Night* are the chosen plays. What 's in a name ? Coral Browne is Carol to *The Times*, Coral to the *Daily Telegraph*; but she built up her fine reputation on Coral. A good representative choice of plays—*Romeo*, to compose our little differences: " O brother Montague, give me thy hand." *Hamlet*, to point the tragic consequences of " carnal, bloody and unnatural acts . . . and purposes mistook, fallen on the inventors' heads." *Twelfth Night*, to put across our national humour as a gentle if obscure quality.

A great while ago the world begun,
With hey ho, the wind and the rain:
But that 's all one, our play is done,
And we 'll strive to please you every day.
Exeunt (*pursued by a bear*).

M. Réné Varin.—I am very sorry to learn that we are shortly to lose the charming presence among us of M. and Madame Réné Varin. He has been Cultural Counsellor at the French Embassy for thirteen years and during all of them he has been enthusiastically engaged, all over the country, in fostering cultural relations between our two countries and in making us all better friends and more understanding neighbours. He possesses an interesting autograph book, which, if you had a chance to turn its pages, would convince you of the non-stop range of his activities. The Varins have a pleasant house near Versailles and it is good to know that his new post in France will enable him to continue the fine work which his name connotes. He is to be Chief Inspector of English Teaching in State schools in France. Last July he addressed the Jane Austen Society at Chawton and delighted all of us, and surprised many, by his command of English idiom and his shrewd appreciation of the finer points in Jane Austen's art.

Some Books of the Year.—I, too, will list *honoris causa* some books of the year. In some measure, though all my choices have great merits, my list is a reaction against my bugbears of to-day—too many books about obscure or scandal-ridden Royalties, too many sordid novels, too many and too controversial memoirs published too soon and involving living persons, too much glorification of scientific cleverness, too much advertisement of human frailty, too little appreciation of what survives of those things in art and nature which supply the peace and interest which money cannot buy and sane men can pick up from the hedgerows gratis, if they have eyes to see.



A FAMOUS CRICKETER'S BIRTHDAY: Sir Jack Hobbs looks at a picture of himself. He celebrated his seventy-sixth birthday recently, and was attending a luncheon given for his birthday by fellow-members of the Masters' Club, a society of famous cricketers founded in his honour.

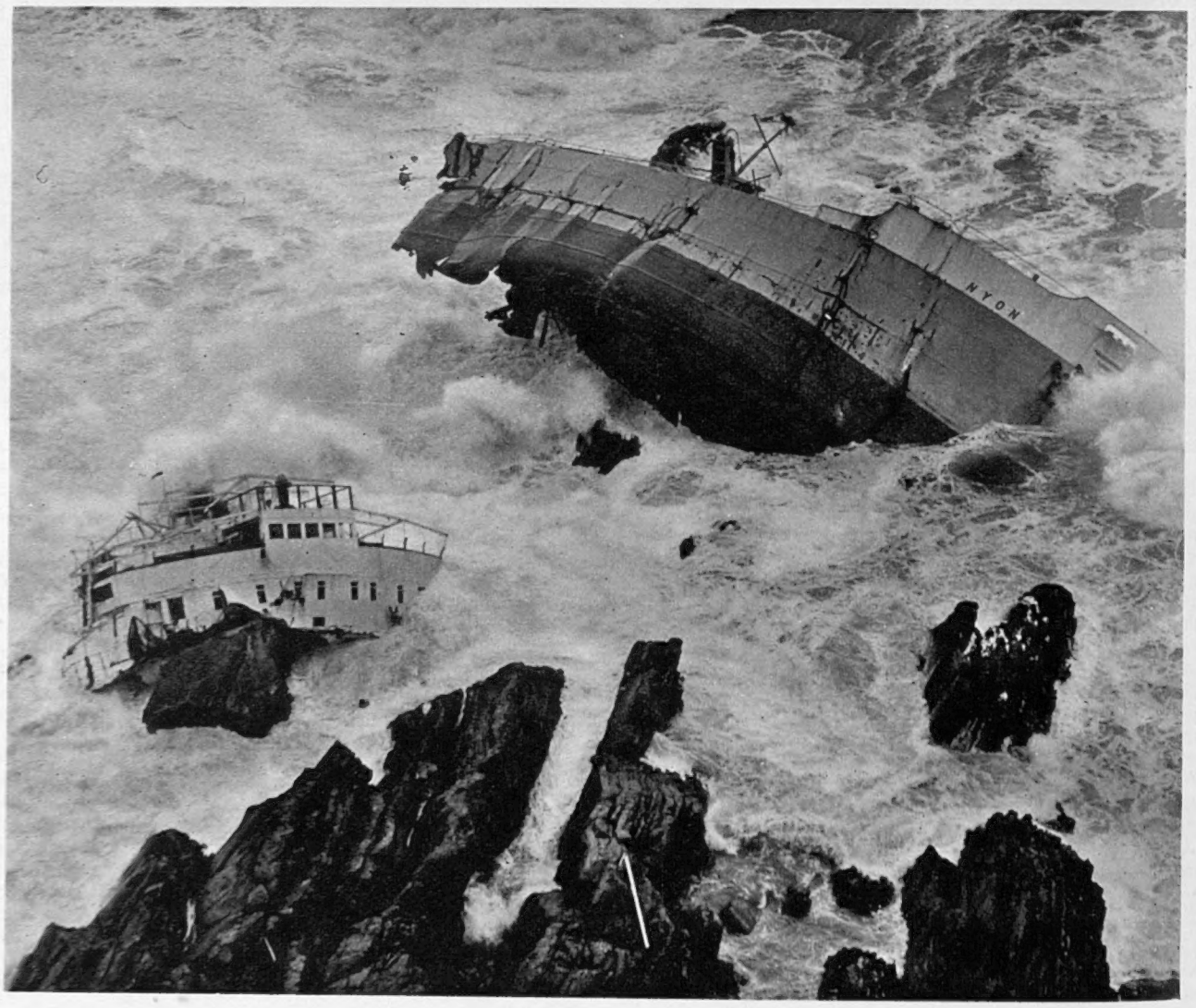
High in my list of books which pleased me in 1958 I shall list four by women, four by men.

OASIS OF THE NORTH, by Dawn MacLeod.
WITH A KING IN THE CLOUDS, by Erika Leuchtag.
SHABBY PARADISE, by Eileen Baillie.
AMBASSADOR'S DAUGHTER, by Meriel Buchanan.
SOME MEMORIES, by Lord Percy of Newcastle.
GEORGIAN AFTERNOON, by L. E. Jones.
KENSINGTON, by William Gaunt.
FRONTIER DOCTOR, by Sir Henry Holland.

Each one of these less-publicised books afforded me inspiration or nostalgia of some kind and removed some of the disagreeable taste left in my mouth after sampling a majority of current publications which come my way. They speak peace unto the people and give an assurance that honesty and modesty, unselfishness, regard for the truth, love of beauty, kindliness and restraint, can still be heard and seen above the blare of the trumpets and at the side of the limelight.

Sportimentality.—Is it odd or is it quite natural that in this scientific space age international sport should absorb so large a share of human interest, passion and sentiment ? The answer, I suppose, is BOTH. Sport to-day is an escape from fear, from drab robot labours and dull existence in old cities and new towns, from continuous political and industrial crises. Sport has another side. It can be a money- and career-maker and it depends for its existence on drawing the crowds who support it with their money. The British idea of sport and games was formerly much more austere and unsentimental. The phrase " It 's not cricket " was a measure of its rigid integrity. Games were games, played for recreation, but played with a rigid code, all out for the side. " Play up and play the game." The internationalisation of sport and games has somewhat altered the British sporting characteristics. I wonder sometimes what pre-war schoolmasters and Old Boys would have thought of the sentimentality which has crept in, the cuddling of goal-shooters, runners, swimmers, and so on. The kisses and squeezes of bruisers in the ring and heroes on the track and football field, by no means confined to women. These courtesies no doubt derive from Continental nations and are by no means to be condemned because they were once un-British. But they do indicate the world importance attached to games and sports and are perhaps some indication of the importance of their financial side. As for cricket itself, there is nothing new in the British habit of losing all its battles but the last and making a sorry showing in a first Test match, nor in the equally deplorable habit of bitter Press criticism of our players, *pour encourager* their next efforts. But the money aspect, at this critical juncture for first-class cricket, is of more importance for that game than for any other, and if cricketers bore their supporters too much by treating the game too seriously, they must expect anxious criticism from all who want the old game to survive in some faint image of what it once was. THE OLD STAGER

ON THE ROCKS, NEAR ST. ABBS HEAD, BERWICKSHIRE: Seas foam over the remains of the superstructure and bows of the Swiss cargo-vessel *Nyon*. *On right*— Heavy waves pound the wreckage. The vessel, outward bound from Leith to Dakar, ran on Meg Watson's Rocks in fog. Her bows were badly damaged, and although her captain and crew remained on board, using bags of cement in attempts to plug the holes, attempts by tugs to pull the *Nyon* off the rocks were unsuccessful. The St. Abbs lifeboat stood by as the weather grew worse. After a week on the rocks, the fore part of the ship became a total wreck. Cutting operations began in a bid to save the stern portion. A heavy swell seemed likely to tear the ship along a line between bridge and engine-room. Oil was pumped into the stern to counterbalance the weight of the engines. After she had been almost cut in half by experts using oxy-acetylene equipment, three tugs tried in vain to pull her apart. A Royal Navy diver from Rosyth was called. He strapped a chain of explosives underneath the ship's keel. As the tide rose, the continued use of explosives proved to be successful. Tugs pulled the stern part of the *Nyon* away. An immediate survey showed the section was watertight and the tugs started the eighty-mile tow to Tyneside. After an uneventful voyage the stern was docked at North Shields. It was considered possible that new bows could be built.



SALVAGING THE "NYON"

After Many Attempts, the Stern of the Swiss Vessel is Towed from St. Abbs Head to Tyneside

PRINCESS OF CHINA: In Puccini's opera, *Turandot*, produced by the Covent Garden Opera Company in London, the leading role is sung by Amy Shuard.

"TURANDOT" AT COVENT GARDEN

Leading Singers Make Their Debuts in Puccini's Opera

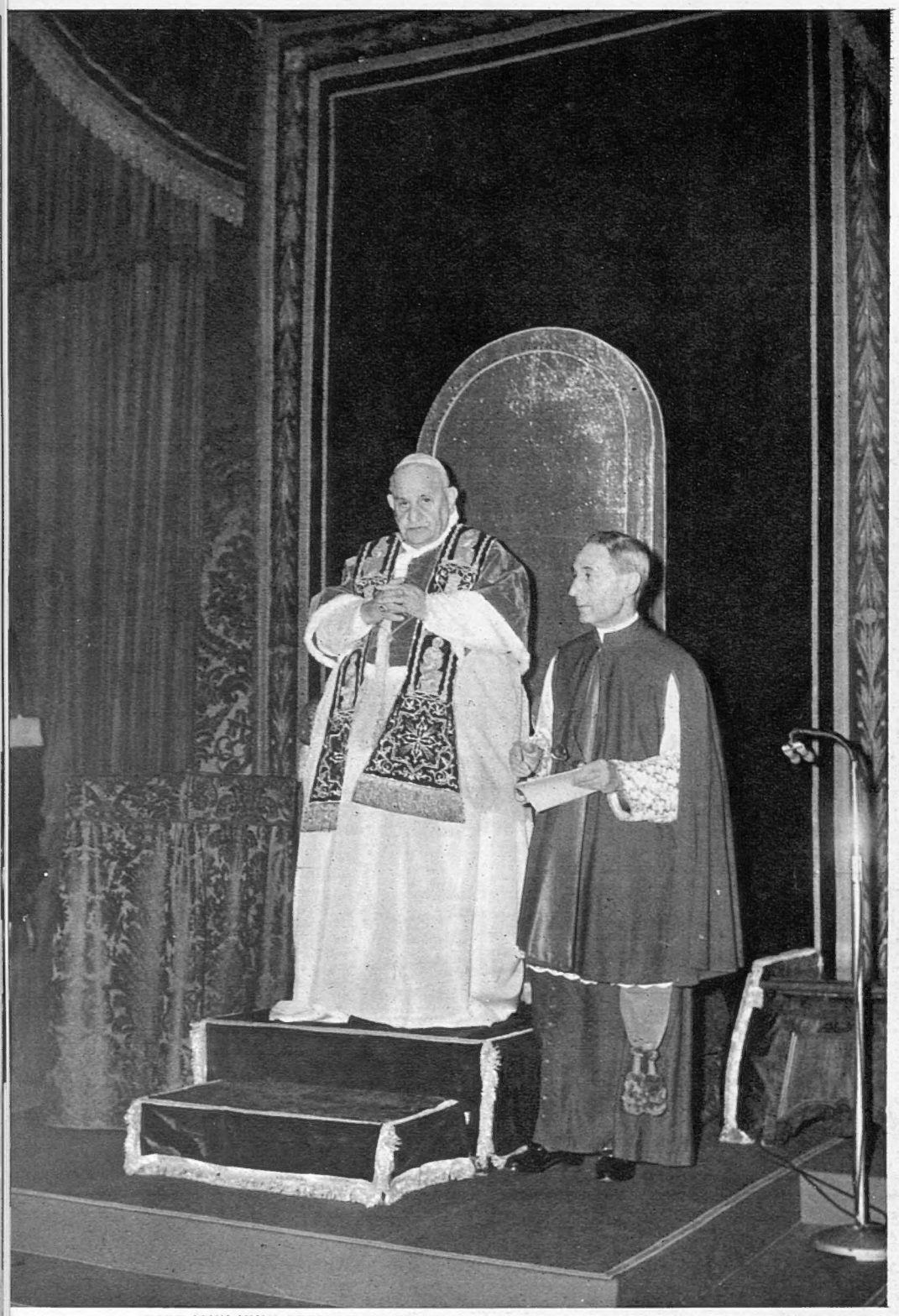
Puccini's last opera is being given at the Royal Opera House at intervals until near the end of January. The first performance in December was part of the centenary celebrations of Puccini's birth. La Scala Opera House, in Milan, opened their winter season with this opera as part of the same celebrations. In the cast at Covent Garden are Amy Shuard as Turandot, Hans Kaart as Calaf, Marie Collier as Liu, and Joseph Rouleau as the Emperor of China.

LEADING ROLES IN THE OPERA: Amy Shuard as Turandot is seen with the Dutch tenor Hans Kaart as Calaf, the unknown Prince. Formerly Holland's leading character actor, Hans Kaart made his English debut in this performance at the Royal Opera House, London.

DEBUTS AT COVENT GARDEN: Miss Amy Shuard makes her first appearance in the title-role of Puccini's opera. She is with Hans Kaart, who is singing the leading tenor role for the first time. The opera was given in English.

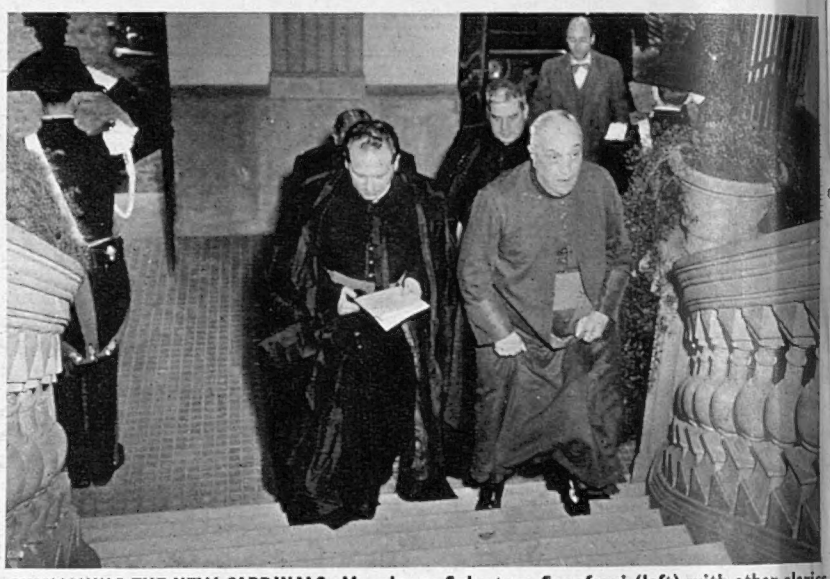
PAPAL CONSISTORY

The Assembly of Cardinals and the Creation of New Members of the Sacred College in Rome

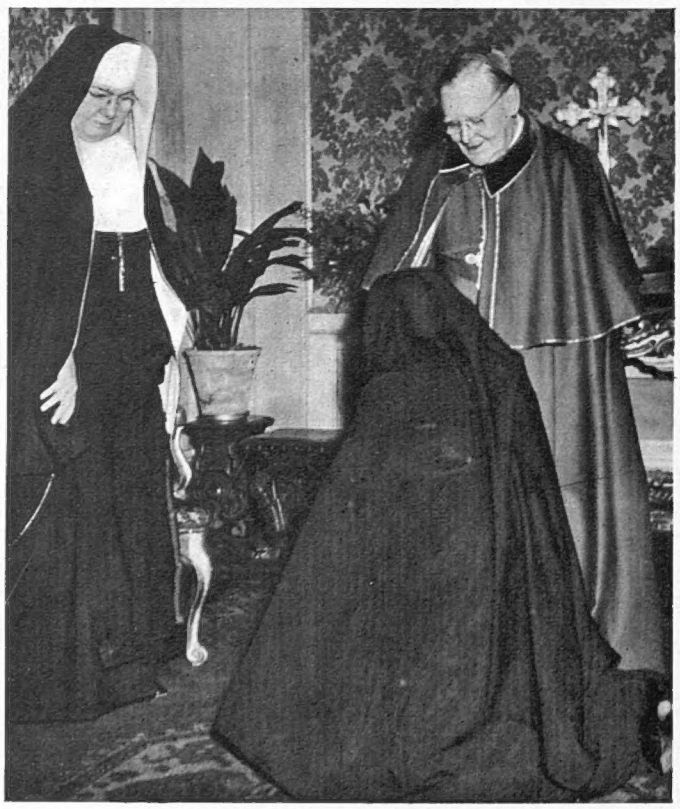


POPE JOHN XXIII PRESIDES OVER THE MEETING OF THE SACRED COLLEGE: His Holiness stands in front of his throne in the Consistory Hall of the Vatican. The proceedings were in secret, except for the opening and the ceremonial bestowal of their insignia upon the new Cardinals.

IN THE CORRIDORS OF THE VATICAN: The Pope is escorted in the procession by clergy and uniformed guards from his private apartments in the Vatican to the Consistory. It was announced last month that he would create twenty-three new Cardinals.



SUMMONING THE NEW CARDINALS: Monsignor Salvatore Capoferri (left) with other clerics enters the Palazzo della Cancelleria with the official invitation to a new Cardinal. Several Cardinals designate were waiting there for summons to the Consistory.



BRITAIN'S CARDINAL: Archbishop Godfrey of Westminster receives homage from English nuns in Rome. Until his elevation there had been no British Cardinal since Cardinal Griffin died two years ago.

CONGRATULATIONS FOR DR. GODFREY: Cardinal Pizzardo, the Prefect of the Sacred Congregation, examines the pectoral cross which he gave to the new Cardinal on his consecration as Bishop twenty years ago. The Prefect of the Congregation was paying a congratulatory call on Dr. Godfrey at the English College in Rome.

THE OATH OF OBEDIENCE: Cardinal Masella, the Cardinal Camerlengo, kneels and kisses the Pope's ring during the ceremony of the oath of obedience at the Consistory. By creating twenty-three new Cardinals the Pope increased the number of members of the Sacred College to seventy-five. This is five above the limit laid down as the total for the College by Pope Sixtus V in 1586. At last week's Consistory Pope John XXIII explained that he had made this increase to allow the business of the Curia to be more promptly conducted.

THE BESTOWAL OF THE INSIGNIA: Cardinal Amleto Cicognani, the Apostolic Delegate to the United States, receives his red biretta from the Pope. Before this he had genuflected three times and kissed the Pope's foot. The new Cardinal's brother became a Cardinal in 1953.

Twenty out of the twenty-three new Cardinals ceremonially received the emblems of their rank, their red birettas, from the Pope at the first Consistory of his reign in Rome last week. By an ancient privilege granted by the Popes, the other three were to receive their birettas from the Heads of State of Italy, Spain and Portugal respectively. In the Vatican ceremony the new Cardinals were summoned one by one to the Papal throne. Each genuflected three times, kissed the Pope's right foot and remained kneeling. His Holiness then placed a purple elbow cape round the Cardinal's shoulders and a red biretta on his head.

INVITATION TO THE CONSISTORY: A messenger from the Pope reads to Dr. Godfrey the document in which he was formally invited to become a Cardinal. In reply the Archbishop of Westminster expressed his thanks to the Pope for "this most signal honour."

THE PRESENTATION OF SOME OF THE EMBLEMS OF OFFICE TO THE NEW MEMBERS OF THE COLLEGE OF CARDINALS: The Pope sits on his throne in St. Peter's, Rome, as the new Cardinals come in solemn procession to receive their red hats and their topaz rings. The hat was first worn by Papal legates. It was granted as a symbol of office to Cardinals in the middle of the thirteenth century. The red biretta, which the new Cardinals received on the day before the ceremony in St. Peter's, was not worn until the fifteenth century. In his opening address to the Consistory last week, Pope John XXIII referred to the disappointment which might have been felt in some circles because certain prelates, who were worthy of elevation to the Sacred College, had not been created Cardinals. This was taken to indicate that His Holiness may have the intention to create a further group of Cardinals in the not-too-distant future.

Papal Consistory

CARDINALS RECEIVE THE HATS

The Ceremony in the Basilica of St. Peter in Rome

On right—

AT THE PUBLIC CONSISTORY: Beneath sculptures by Bernini, the Pope prepares to bestow a hat on a new Cardinal in the Tribune in the Basilica. On the right is the monument to Pope Urban VIII. According to reports from Rome, one of the main points made by Pope John XXIII at his first Consistory was to express his anxiety over the situation of the Roman Catholic Church in China. He declared that missionaries, archbishops and bishops there had been accused of false crimes and imprisoned or forced into exile. He spoke also of the way Chinese Christians were being forced by enticement or threats or even torture to break with their faith.

World Affairs

THE PERILS IN THE FUTURE OF AFRICA

By JOHN CONNELL

AMONG the more deplorable episodes in nineteenth-century history, we have all been taught, there must be counted "the scramble for Africa." At the mere utterance of the phrase, pious expressions of disapproval are instantly assumed and there is a chorus of those small, clucking sounds which convey shocked reproof and personal dissociation from so gross a sin. It is perhaps worth remarking that there is now in progress a new scramble for Africa: the participants are not the once Great Powers of Western Europe, but the politically conscious, Western-educated minority of Africa's negroid inhabitants, the present rulers of Egypt and the present rulers of the Soviet Union. It is a great deal more ruthless than the old scramble, and its chief victims are—or are intended to be—the inhabitants of Africa who are of European or Asiatic descent.

Within the lifespan of men and women who are still entirely hale and hearty, the peoples of the major part of Africa have emerged from the conditions of the Stone Age or before into those of the era of atomic energy. The long, painful journey which took the rest of mankind several millennia to accomplish has taken them—or so it seems on the surface—little over seventy years. It was in November 1883 that a young trader-explorer named Joseph Thomson, the son of a Glasgow quarryman and builder, stood on the edge of a broad valley, in the middle of which glittered the waters of the island-studded Lake Baringo, and stared down on the prospect, as he said, "in raptures." He was the first of his race to penetrate the region now known as the Kenya Highlands.

It was in August 1890 that Dr. Leander Starr Jameson, accompanied by a band of hardy, youthful pioneers, marched northwards from Tuli, on the borders of Bechuanaland, through a defile discovered by the white hunter, Selous, and named Providential Pass. In the words of Jameson's biographer, Ian Colvin, they "looked with wonder over the great unknown of their inheritance. Vast tawny savannahs, swimming in the sun, unknown hitherto, and empty save for herds of antelope, lay stretched at their feet, and changed in the distance to the blue of a mountainous horizon." This was the land later to be named Southern Rhodesia.

THE REMOVAL OF MEMORIALS TO BRITISH RULE IN THE SUDAN: *Left*—A tent-like covering is lowered over the statue of General Gordon on a camel in Khartoum, erected in 1904 on the spot where he met his death at the hands of the Mahdists. *Right*—Sir Edwin Chapman-Andrews (centre), the British Ambassador, salutes with other British representatives and representatives of the Sudanese Government as the Gordon statue is veiled to the playing of "God Save the Queen" by a military band. The equestrian statue of another great maker of modern Sudan, Lord Kitchener, which has for long stood in Khartoum, was also ceremonially covered up in the same manner. During the hours of darkness the two monuments were removed to a museum to await decisions on their disposal to be taken by the Sudanese Government in consultation with the British Government.

These first adventurers in Africa and those who followed swiftly in their wake believed with simple and passionate sincerity that, in the manner of their predecessors in North America and in Australasia, they were opening up new lands for settlement and development by people of their own stock. It was their proud fortune, they thought, to be the founders of new nations which would, in the course of time, grow to be as great and as free as the United States, Canada, Australia or New Zealand. But the fate of the settlers and colonists in Eastern and Central Africa was to be strange, complex and profoundly different from that of their predecessors elsewhere. Not for them the vast, silent emptiness of Australia; not for them the social and political co-operation and equality which, in New Zealand, followed a series of small, bloody wars between British and Maori; and certainly not for them the simple, forthright philosophy of the North American pioneer, enshrined in the phrase, "the only good Injun is a dead Injun."

Others have bustled in to lay claim to that which they founded and developed. The pioneers encountered on their journeys primitive, nomadic, cattle-herding tribes; they fought their regiments of naked, spear-throwing young warriors; they bargained and made treaties with their kings, corpulent, cunning and uxorious. But of their own mental and moral superiority to these folk the pioneers had no more doubt than the colonists of North America had of theirs to the Iroquois and Cherokee tribes whom they fought and defeated. The pioneers in Africa, however, had no forewarning of what was going to happen to the pace of social and economic change.

They saw—and many of them in their fashion liked and respected—a dignified, naked savage, who painted his body with sheep's fat and red ochre and wore as charms some of the intimate organs of his slaughtered enemies, whose spirit was haunted by the fears and dreads of a primitive animism, and whose mind—in Mrs. Elspeth Huxley's vivid phrase—was "as unaware of the very existence of shoes and ships and sealing-wax as Cymbeline's was of atomic fission." What nobody could then foresee was that the grandson of this naked savage might be a graduate of one or other of the two ancient English universities (or of the London School of Economics), a member of the Bar, a doctor, a scientific research worker, or a demagogic politician. It was *The Economist* which, in an ambitious and absorbing collection of anonymous essays last week on the African Revolution, pointed out that "while studying the uses of radio-active isotopes in medicine young African doctors may think of, and still quiver in half belief of, the power of fetish."

Of the magnitude, both actual and potential, of the revolution that is going on in Africa there can be no doubt whatever. Africa is, as *The Economist* says, "at one and the same time undergoing an agricultural revolution, an industrial technological and urban revolution; a social revolution and a political revolution. . . . It is recapitulating the history of the last five centuries of European history in fifty years." Well yes, except that Europe, despite the Dark Ages' protracted relapse into barbarism and savagery, had preserved the intellectual and spiritual foundations of civilisation; and the agency of this preservation was the Christian Church. It is for this reason that we speak, with profound historical accuracy, of the Renaissance. Africa south of the Equator has no such ancient tradition, maintained however precariously, on which to build. For millions of Africans this is the first dawn. It is stormy and anger-streaked. And, characteristically, it is coming up with breathtaking speed.

It is an interesting reflection that, within twenty years, Lord Hailey has found it necessary largely to rewrite his patient, scholarly and immensely wise *African Survey*. The basic conditions which subsisted at the time when he first wrote the book are passing away. The time that has elapsed since Dr. Jim and his youthful company of fellow-adventurers gazed on those "tawny savannahs, swimming in the sun," is brief indeed, but the intellectual and spiritual journey that has been made is immense.

Or is it? On the answer to this apparently teasing and perverse but in intention fundamental and deliberate challenge to a statement which is customarily regarded nowadays as axiomatic, a great deal depends—probably the whole future of civilisation as we know it.

Africa's vast revolution is not occurring in peaceful isolation. It is a factor, and a very significant factor, in the worldwide struggle between the Communists and ourselves in the West. And President Nasser, dreaming of and scheming for an Egypto-Arab empire on a scale unknown since the brief, fierce age of Islamic expansion, has given the seizure and control of large areas of Africa a high place in his fantasies and in his plans for putting those fantasies into practice. It is doubtful whether the African nationalist leaders—uttering glibly the phrases which they learned at the London School of Economics and other academies of political and economic science, and then hurrying round the corner to seek the advice of the witch doctor and the ju-ju man—have any comprehension of the peril in which they stand. Their cunning is considerable; so is their ignorance, and so is their capacity for foolish and baseless vindictiveness.

The proceedings of the recent All-African Peoples' Conference in Accra ought—apart from the traditional and exuberant hospitality of Ghana, the back-slapping receptions and the champagne-cocktail parties—to provide a salutary warning against optimism on this matter. There are grave and, I fear, gravely mistaken commentators who profess a solemn satisfaction in their belief that the Conference's decision to set up a permanent secretariat in Accra is a rebuff to Nasser. To me this kind of attitude seems a curious mixture of myopia and levity. Nasser's hostility towards the West has not diminished by one iota; and speaker after speaker at the Accra Conference got rounds of thunderous applause for venomous tirades against Europe and all that European civilisation has meant. It can be argued that some of these speeches were mere hot air, the utterances of irresponsible extremists. How seriously should the world take, for example, Nstu Mokhele, a member of the Basutoland African Congress, who said, "The Europeans in Africa are not here to be rulers and masters of the Africans. They are here to be ruled and mastered by the Africans"? Or Bhoke Muzanka, of Tanganyika, who said, "We do not want to get rid of the chains. We want them to chain up the colonialists"?

It has always to be remembered that in 1923 nobody took seriously the anti-Semitic beer-cellar ravings of an ex-corporal of the German Army named Adolf Hitler; and millions died as a direct consequence of those ravings.

A person of undoubted importance is Mr. Tom Mboya, the Chairman of the Conference and an elected member of the Kenya Legislative Council. Recently he contributed an article to the *Observer* steeped (apparently) in liberal and statesmanlike sentiments. "Kenya," he wrote, "offers opportunities and a future for all races. The only threat to our peaceful future is the British Government's refusal actively to encourage peaceful negotiations between all the communities."

This same Mr. Mboya, however, sat in Accra listening with approval to the sulphurous observations which I have quoted, and himself opened the Conference with a speech of which the theme was, as the *New Statesman* recorded with mournful perplexity, the injunction to all Europeans, "Scram out of Africa." That the *New Statesman* should regard this kind of oratory as "crude black chauvinism" is surprising and welcome, though perilously belated. But the implications of this chauvinism are very bleak indeed.

MONORAILS OLD AND NEW

A Project for Saudi Arabia and Elevated Transport in Germany

AN OVERHEAD TRAIN OF THE FUTURE: Herr Kuch, an engineer, holds a model of a monorail unit of two coaches in Nüremberg, in West Germany. A train is to be built to this design for use in Riyadh, in Saudi Arabia.

The Monorail originally meant the system of transport in which a single rail is used to support the weight of a carriage or truck. In this century, however, it has usually been taken to connote an overhead system of suspension from a single rail. The great pioneer was the German Eugene Langen, the constructor of the Wuppertal *Schwebebahn*, or suspended railway, which he built fifty-five years ago. To-day it is still carrying a multitude of passengers each week above the Ruhrland towns of Elberfeld and Barmen, in the Wuppertal (Wupper Valley), the River Wupper being a tributary of the Rhine. One of the most ingenious aspects of Langen's construction is that his line runs above the course of the Wupper for six out of its eight miles of length. There are sixteen stations and two terminals on the railway. Trains can reach a maximum speed of 25 miles an hour. A great claim for Langen's system is that since 1903 it has carried about 900,000,000 passengers, and suffered only one fatal accident. Germany can claim with justification to lead the world in monorail construction. In recent years the Alweg overhead line has been developed near Cologne. Early this month there was news of a German engineer designing a monorail for export—to Riyadh, the capital of Saudi Arabia.

OVER THE RUHR BASIN: A train runs suspended from the famous *Schwebebahn*, in Wuppertal, in West Germany. This monorail is probably the oldest in Europe. It was constructed between 1901 and 1903 and runs for between seven and eight miles in the group of towns in the Ruhr Basin, now known as Wuppertal.

***On left*—**

A TRIP ON THE WUPPERTAL MONORAIL: From the windows of the coach the travellers look down on the buildings of West Germany's important industrial centre.

A STATION ON WEST GERMANY'S FIFTY-FIVE-YEAR-OLD SYSTEM OF TRANSPORT: *Left*—A train passes above a street to reach a station on the *Schwebebahn*. *Right*—Two passengers wait by the ticket office as the coaches come into the station. In its fifty-five years of existence it is estimated that the Wuppertal "suspended line" has carried 900,000,000 passengers between the towns of Barmen and Elberfeld, and their suburbs of Cronenberg, Ronsdorf and Vohwinkel. In all this period there has been only one fatal accident.

NUCLEAR POWER CONTROVERSY: The view, taken from the air, shows the vast expanse of land at Dungeness, a low promontory on the south coast of Kent, four miles from Lydd. The area is currently the subject of considerable discussion as a result of the proposal of the Central Electricity Generating Board to construct a nuclear power station there. This is being opposed by the Nature Conservancy on the ground that it is a site of great scientific importance. The mass of flat, loose shingle covers about 6,000 acres and forms more than half the whole area of Lydd parish. If the £60,000,000 power station is authorised it will be the fifth on the Board's programme for nuclear installations. The proposed site involves the acquisition of 225 acres and a further 11 for an access road. One of the Nature Conservancy's main objections to the station is that the area covered by the proposed installations would no longer be available for scientific study. Much of it, untouched by man, forms a remarkable nature reserve which would be " gravely and irreparably " injured if such an order were confirmed.

DUNGENESS DISPUTE

Central Electricity Generating Board Versus the Nature Conservancy at a Public Enquiry at Lydd

On left—

FLAT AND DESERTED LAND: The lighthouse, with its black tower and white band, stands at one of the nearest points on the English coast to France. It is under 30 miles to Cap Gris Nez and the beam is visible for 17 miles in clear weather.

THE DOUNREAY ESTABLISHMENT WHICH HAS BEEN BUILT ON A FORMER NAVAL AIRFIELD ALONG THE WATERS OF THE PENTLAND FIRTH : In the centre is the enormous steel sphere, built to house the "fast breeder" type reactor. It is 135 ft. in diameter and is constructed from sections of mild steel plate varying in thickness between 1 in. and $1\frac{7}{8}$ ins. The station's main function is to undertake experimental research work on various types of reactor. The electricity generating equipment has a capacity of 60,000 kilowatts.

INTERIOR WORK : Technicians assemble equipment in the Materials Testing reactor. Consulting engineers are Sir William Halcrow and Partners. The main contractors to the United Kingdom Atomic Energy Authority are Whatlings Ltd., of Glasgow. Over 600 contracts have been granted for manufacture or supply of plant, equipment and other materials.

EXPERIMENTS IN SCOTLAND

Progress at Dounreay, in Caithness—Scotland's First Nuclear Power Station

The first stage of the British industrial nuclear power programme has been based on gas-cooled, graphite-moderated reactors of the Calder Hall type. It is expected that these will be followed by liquid-cooled thermal reactors, and then by reactors with a "positive gain factor" to allow a much higher utilisation of fuel. Research and development work is well in hand on the advanced reactor types indicated, and the purpose of the Dounreay Establishment is to investigate the engineering, chemical, irradiation and safety problems of the operation of these reactors on an industrial scale. There are two reactors under construction at present, the "fast breeder" reactor and the Materials Testing reactor. Both require a considerable ancillary plant.

From the experimental "fast breeder" reactor, which is expected to start operating in April, will come the operating experience necessary for commissioning an advanced machine, and experimental data on the behaviour of fuel elements, cooling systems and control techniques. To commission and maintain the reactor in operation, a fuel element plant is required, together with chemical processing facilities, to re-fabricate the fuel into new elements. The recovery of residues and the treatment and storage of active effluent are essential processes in this fuel cycle, to which must be added analytical control in the various plants. New or improved chemical processing methods will form part of the research and development programme. When the appropriate point is reached, the thermal output of the reactor will be linked to a 15-mW. electrical generating plant, but the main purpose of the reactor is experimental.

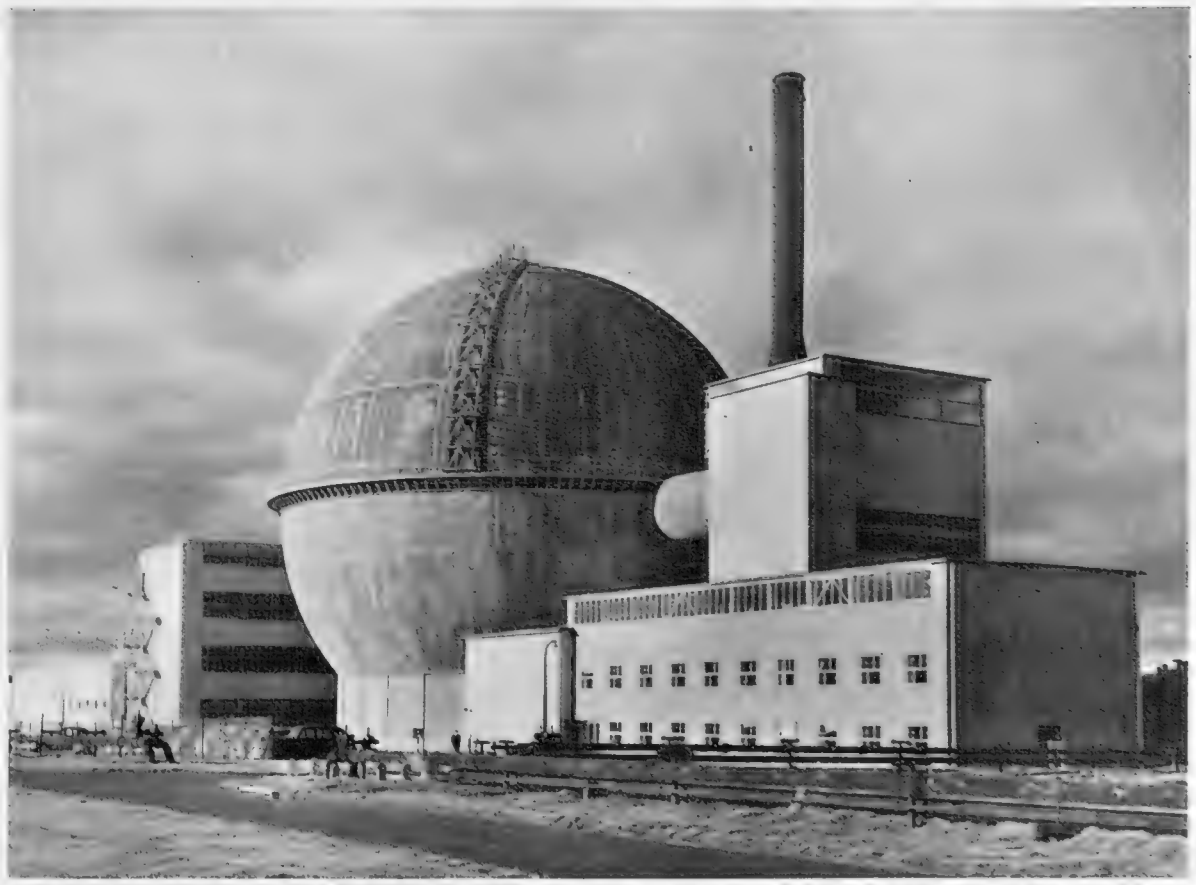
The improvement in heat rating of Stage One reactors, and the development work necessary to implement Stage Two, will depend to some extent on irradiation testing of new materials, components and coolant systems. The Industrial Group of the Authority has sited its first Materials Testing reactor at Dounreay, which is being devoted to applied research and development for all types of reactor which are direct commitments on the Group. (Similar reactors at Harwell, "Dido" and "Pluto," are engaged on more long-term projects.)

FROM THE SEA : This is the view of the establishment as seen from the Pentland Firth, on the northernmost tip of Scotland. The sea will supply the cooling water for the plant. The pump-house is situated on the foreshore behind a low rock barrier and consists of a cellular reinforced building 60 ft. square and over 80 ft. high, housing a series of pumps capable of circulating some 50,000,000 gallons of water per day. This water is pumped to the Heat Exchanger building through a pair of 39-in.-diameter steel pipes.

The initial exploratory tests on the "fast breeder" reactor materials will be carried out in the Dounreay Materials Testing reactor before final application as complete components in the "fast breeder" reactor itself. As with the latter, the chemical group at Dounreay will fabricate fuel elements and process these after irradiation, not only for the Dounreay Materials Testing reactor, but also for "Dido" and "Pluto," and British Commonwealth reactors of this type. Research and development in special reactor experiments is proceeding in the Experimental Criticality Group on the site. The fabrication of fuel elements utilising new and improved fuel materials, including plutonium, will be developed not only for the "fast breeder" reactor, but also for existing and future reactors under consideration by the Industrial Group.

The "fast breeder" reactor will utilise enriched uranium 235 or plutonium as fuel in the core and the relatively plentiful uranium 238 or thorium as fertile material in the blanket. More fissile material will be formed in the breeding blanket than will be "burned" in the reactor core. The source of power is the fission of the two uraniums in the reactor core. Since the fast neutron chain reaction cannot be sustained in natural uranium 238, the core contains a higher proportion of uranium 235. The core, in which 60 megawatts of heat can be generated, consists of the uranium rods, sheathed in niobium containers, arranged vertically in a closely-packed array. Surrounding the core is the breeder, consisting of about 2,000 rods of natural uranium. Both core and "breeder" are housed in a "pot" known as the reactor vessel. Into the top of this is pumped the liquid sodium-potassium coolant which removes the heat generated by fission and transferring it to a series of concentric tube-type heat-exchangers inside the reactor vault.

The 135-ft.-diameter steel sphere in which the "fast breeder" is housed is designed to serve two purposes. First, it will localise the spread of fission products during reactor operation, should they be accidentally released within the sphere. Second, it is designed to withstand any pressure variations which might occur as a result of a liquid metal fire within the structure.



A NEW SHAPE SPRINGS UP ON THE PENTLAND FIRTH: The close-up view gives some idea of the size of the massive steel sphere weighing over 1,500 tons and in which is housed the "fast breeder" type reactor. On the left is the secondary Heat Exchanger building, and on the right the administrative building, with the Active Element storage building behind.

LUXURY AT SEA

On Board R.M.S. "Pendennis Castle," the New Flagship of the Union-Castle Line

Accommodation for first- and tourist-class passengers on board the R.M.S. *Pendennis Castle* is on four decks. Among innovations on this latest ship of the Union-Castle Line is the arrangement of the first-class public rooms on the promenade deck. It incorporates an open-air swimming-pool and Lido area. Both it and the tourist-class open-air swimming-pool are fitted with a special device to prevent excessive movement of water. A concern for the greatest possible comfort of the passengers is shown throughout this vessel. She is fitted with Denny-Brown stabilisers, even though the voyage to South Africa is recognised as a "fair weather" route. The decision to fit stabilisers necessitated lengthening the ship amidships after construction had started on the slipway—an unusual engineering feat.

Every first-class cabin is fitted with a telephone which can be used at sea for "cabin service" or for ship-to-shore calls by radio-telephony. Air conditioning has been installed in the dining saloons, first-class suites, de luxe rooms and first-class inboard cabins, and also in the hairdressing saloons and beauty parlour.

The general furnishing and decoration has been carried out under the guidance of Mr. Bernard Cayzer, a deputy chairman of the Union-Castle Line. An atmosphere of tranquillity and spaciousness is conveyed by the decor. In the first-class lounge, which has a circular dance floor, films, both standard and in Cinemascope, will be shown. At the forward end of this lounge is a large screen of Filigrana glass, made in Venice. In several of the public rooms murals have been specially executed by artists well known for their work in this field. The sponsor of *Pendennis Castle* is the Dowager Lady Rotherwick, who named the ship prior to the launching.

She is the widow of the late Lord Rotherwick, who at the time of his death was the First Chairman of the British and Commonwealth Shipping Company. In 1956, Union-Castle merged with Clan Line to form this new company.

THE FLAGSHIP OF UNION-CASTLE: Built at Belfast, the *Pendennis Castle* was launched on Christmas Eve and is the newest mailship of the line. She is to make her maiden voyage from Southampton in the South African Mail service in January. She is fitted with Denny-Brown stabilisers, and is designed to carry 197 first-class passengers, a maximum of 539 tourist class, and a crew of 419.

THE FIRST-CLASS SMOKE ROOM: This is panelled in pine in the Georgian style. It is furnished with easy chairs in lacquer red and hunting green. The coffee tables have tops made of Tinos marble.

A CABIN DE LUXE: All eight of these and both the suites are air-conditioned. Four of the de luxe cabins can be turned into sitting-rooms. *Right*—Outside the first-class lido is the swimming-pool, which it surrounds on three sides. Beyond the lido bar are a gymnasium and a massage room.

THE PLAYROOM: The children of first-class passengers on board the R.M.S. *Pendennis Castle* are provided with a model wheel and engine-room telegraph (right). All the furniture is very robust.

SURROUNDED BY STATUES OF THE PAST: In one of the large halls devoted to sculpture in the School of Fine Arts in Paris, students draw from copies of statues of many periods. The academy was founded by Charles le Brun, the Court Painter to Louis XIV, who designed or painted many of the decorations at Versailles and the Louvre. Establishments for training in the technical aspects in the fine and applied arts existed in Italy since the early Renaissance. It was from them that Le Brun got the idea of collecting copies of famous masterpieces to help the students in their training. The School of Fine Arts in Paris is thought to be the oldest extant foundation of its kind in Northern Europe.

THE ART STUDENTS OF PARIS

Studying Painting, Sculpture, Engraving and Architecture at the School of Fine Arts

PARALLEL with the rise of French art to the eminence of the French Impressionists was the growth of the Paris School of Fine Arts, or, to give it its full title, Ecole Nationale Supérieure des Beaux-Arts. To-day, the common idea of the bohemian life of the art student, of beards, extravagant clothes and of extraordinary conduct, is based upon the novels and other stories of bohemian life in Paris in the nineteenth century. It was then that the Left Bank and Montmartre became the home of art students and struggling painters, novelists and poets. Attracted by the free and easy atmosphere and the intellectual fervour, many young people from abroad flocked to Paris, which became the centre of painting and the arts. Following them came the waves of tourists.

Among those who started this tradition of bohemianism were the students of the School of Fine Arts. This institution was founded in the middle of the seventeenth century by Charles le Brun, a Frenchman born in 1619, who became Court Painter to Louis XIV. He spent several years in Italy, and on his return to Paris set up his own studio. Financially supported by the King and with the help of Colbert, Louis' great minister, he developed his studio into a large academy. In order to help his students, he imported copies of famous statues from all over the world. The results of this can be seen to-day in the Great Hall of the school, known as the Salle des Antiques.

Le Brun's school, which later took the title by which it is known to-day, was first officially organised in 1648. Establishments of this kind had existed in Europe in Italy since the early Renaissance, but as art decreased in importance in the south of Europe and increased in the north, the Paris school became larger and more influential. In England, Kneller founded a school of design in 1711. This was followed by William Shipley's Academy in St. Martin's Lane, in London, and finally by the schools of the Royal Academy, in 1768. The Slade School of Fine Arts was not established until 1871.

In Paris, during the nineteenth century, not only students went to the School of Fine Arts but also established artists. To-day, the same tradition persists. Candidates must usually be between the ages of fifteen and twenty-four, but students under thirty-five may be admitted as *élèves libres* with the approval of the head of the studio

(*Continued on following pages*)

PAINTING FROM LIFE: In the studio of Professor Chapelain-Midy at the School of Fine Arts, the professor (right) corrects a student's work. There are about 600 pupils studying painting; the majority of those at the school are enrolled in architecture courses. The remainder study sculpture or engraving and lithography.

ARCHITECTURE STUDENTS: The sweeping moustache and sideboards of one are reminiscent of the nineteenth century.

THROUGH THE STREETS OF PARIS: A procession of art students in varied costume escorts a handcart carrying a just-married fellow student and his bride. Cheerful processions are organised on the slightest pretext. The umbrella is a reminder that not only English weather can be inclement for such proceedings.

IN THE STUDIO: A girl is engaged in the delicate work of preparing one of the prints. The lithography department of the School of Fine Arts in Paris is under the supervision of Professor Jaudon.

THE ART STUDENTS OF PARIS

(*Continued from previous page*)

in which they wish to work. Those who want to enter the academy take a competitive examination. This consists of five parts: drawing from a live model, drawing from a plaster model, the modelling of a small object, an oral examination in elementary solid geometry, and the presentation of an application to the jury which decides on the admissions.

The students are prepared for these examinations in the regional schools of fine and decorative arts. Upon the completion of the courses and provided that his work is satisfactory the student receives a "*diplome supérieur d'art plastique.*" The school is divided into three main sections, painting, sculpture and architecture. The first of these is further divided into painting, engraving and lithography. In each of the sections are various studios in charge of professors; about four for painting, five for sculpture, one for fresco work, and one each for various departments of etching, engraving and lithography.

In the architecture section, besides the practical work, particular importance is attached to theoretical work, in which courses cover mathematics, the history of art and construction materials. Administratively the building which houses the school is part of the Institute of France, but this is mainly concerned with the upkeep of the buildings. The work of the students, the format of the courses, and other matters of internal organisation, are decided by a student committee, called *La Grande Masse*, in collaboration with the various professors. The students of each section elect a representative, called a *massier*, and the general assembly of all the students elects a *grand massier*. Each professor is free to organise his course in accordance with whatever theory he may wish to teach.

Students are not bound to attend the studio at specific times, but whenever they wish. The only regulation is that in the periodic competitions of work undertaken by the students, each student must achieve a certain standard to be able to continue at the school. There were this year about 1,400 people enrolled in the architecture courses, about 600 in the painting section, 250 in the sculpture classes, and about a hundred studying lithography and engraving.

Outside their work, one of the main problems confronting the students is where to live. This year it has been estimated that about 300,000 young men and women aged between sixteen and twenty-one work or study in Paris. The majority of these live away from home and are known as *jeunes isolées*. Although some of them have banded together and have converted buildings into communal dwelling-places, many students still have to live in small attics with a minimum of furniture and sometimes three or four to a room. As in university towns in Britain, with the ever-increasing number of students, the problem is not only to find somewhere to live but to find lodgings which are not so far from the school or university that half the day is spent in travelling. In capital cities, like Paris or London, this problem is particularly acute.

THE STUDENTS' COMMITTEE: Each section of the academy elects a representative to a committee headed by another student elected by the whole academy. This committee organises the running of courses.

A WORLD-WIDE PROBLEM: French art students have difficulty in finding suitable accommodation, like their counterparts in Britain and elsewhere. This bare room in Paris belongs to a sculpture student.

AT WORK IN THEIR LODGINGS: Two young men studying lithography at the academy appear to have found more luxurious rooms than usual. Many foreign students go to the French capital to study art.

EXAMINING THE STUDENTS' WORK: Professor Jaudon looks at a lithograph which has just been pulled. Some of the large blocks of stone used in the process litter the table in front of him. About a hundred of those at the academy study engraving and lithography. The school has well over 2,000 students.

ARCHITECTS OF THE FUTURE: There are about 1,400 young people enrolled in the architectural department. This studio is directed by Professor Madelain. Apart from the practical work, there are courses on theory covering mathematics, history of art, and construction materials. These courses are particularly important.

FROM RAIN TO FOG

Life in the Countryside During the Long Period of Fog which Followed the Rain of the Summer

By BRIAN VESEY-FITZGERALD

THE end of the year: and what a year! I read somewhere the other day that there were only three fine Saturdays during the whole of the cricket season. I suppose, therefore, that there must have been. But I cannot recall them: they must have happened in some other part of the country. Not that it matters: the very fact that someone can recall them, took the trouble to count them, noted them down in his diary, is sufficient commentary on the summer of 1958.

When we had finished with the incessant rain, we had the fog. This did not take me by surprise. Weeks before it came down upon us, the elderly countrymen round about here—as I reported on this page at the time—were forecasting with one voice that we should get fog, persistent and heavy fog. The official weathermen were not forecasting anything of the sort at the time—at least, they were not doing so whenever I listened to them, which was most days—though this does not mean that they did not expect it. Maybe they did. But I do remember that once, around the middle of that twenty-four days of fog, the weathermen did tell us that it would lift on the following day, and I went out and told an elderly farm-labourer of my acquaintance this. He made a rather rude noise (but perhaps he was only clearing his throat) and a one-word comment. He was right. We had pretty well another fortnight of fog. The " Farmer Giles " attitude to farming and the weather is very often derided in these days of scientific progress. But this is not by any means the first time that I have found that the elderly unlettered countryman knows what he is talking about (locally, at any rate), although he can very rarely give you a reason for his pronouncements.

Personally, I found this long period of fog extremely interesting. I deliberately spent a good deal of time out-of-doors in it: in a countryside which I know almost as well as I know my own back garden, but which was now quite different: shrouded, remote and apparently lifeless. Everything curtained, colourless, without form. Fog does more than envelop: it magnifies shape and sound. The cow that suddenly loomed up a few feet away looked shadowy and twice the size. I approached a little closer, and that little closer showed me that the cow was a bull. It did not look quite so shadowy but it looked four times the bull. I cannot run very fast at the best of times: I cannot really run at all in gum-boots. I beat an orderly (and, I hope, dignified) withdrawal: in a few yards the bull was lost to view. The bull, incidentally, did nothing at all. Perhaps in the fog I looked four times the man.

Although I did not think so at the time, I doubt if that bull, no matter how irascible he may have felt, would have done anything. For I am sure that fog is as great a handicap to animals and birds (or most birds) as it is to the motorist.

Throughout the twenty-four days of fog which we experienced I put food out on my bird-table; rather more food than usual, just in case the birds were having a bad time. My bird-table is, normally, pretty popular and I do a very brisk trade. But now it was ignored. Day after day I would clear away the sodden food, mostly, sometimes completely, untouched. Day after day I would put out fresh food. As often as possible I would change the menu. But the birds just did not come. The day the fog cleared—well, it did not really clear, but it did thin to a light mist—the food was wolfed in a trice. My resident robin was back in his usual place (on the bird-table) doing, as usual, his utmost to keep all the tits, finches and sparrows away. The starlings swept down in small parties, scattering tits and finches, and driving the robin to the top of the yew. The blackbirds and the thrushes paid fleeting visits. Everything was back to normal. On that day I was also visited by a lesser-spotted woodpecker, which was abnormal. I seem, looking back, to have spent most of the day shovelling food on to the bird-table: and all of it went. I wonder if other people had the same experience ?

I wonder why the birds did not come in the fog ? I cannot recall seeing a bird on the table throughout the period, although I am sure that the robin, at least, must have come once or twice. I do not think that the birds, when they did return, were exceptionally hungry. There is no reason why they should have been, for there is still any amount of food to be had for the asking in the countryside. They just did not come, and I can only think that the fog restricted their movement: that, more or less, they stayed put.

At any rate, I feel sure that fog does dull the senses of birds. One day (it was a day when the papers the following morning talked about visibility restricted to five yards or so in Southern England) I went down to the shore, to an estuary on which I have done a good deal of bird-watching in the past. This is a lonely place at the best of times. Even in the height of a good summer you can well spend all day without meeting a soul. It was low tide when I got there, and the world was empty, the silence almost oppressive. There was not so much as the cry of a bird. Such complete solitude is strange in the modern world and almost frightening.

After a moment or two, I became aware of a distant whispering: the murmur of water lapping a mudbank. On a normal day one would have been quite unaware of that sound: now the fog had magnified it—or, perhaps, it was just that it was the only sound in a silent world.

I started to walk along the shore, my feet making no sound (except an occasional squelch) on the soft earth. I was wondering why on earth I had come all that way to see nothing at all, when, suddenly, from my very feet, there was a crash, shattering the intensity of silence and sending my heart to my mouth. I caught a glimpse of a dark form fleeting into fog. The air was filled with the agonised clamouring of the redshank. Instantly from all around was the whirr of wings and many frightened calls—plover, curlew, oyster-catchers, sandpipers. I was in the midst of birds. I must almost have trodden on that redshank.

The redshank is the most wary of shore birds. But in the fog, redshank, it would seem, can see no better than humans. Those birds had not seen me and had not heard me. Perhaps, this does not mean that fog really dulls the senses of birds to quite that extent. It may well give them a false sense of security in that they cannot believe that any human can be so foolish as to be out on a lonely shore in such weather.

Fog must interfere with bird flight to a very great extent. The familiar landmarks are blotted out, and it is well known that birds do lose their way in fog. Sometimes they climb above it; but even then, when they wish to come down again, all sense of direction has been lost. However, I think that a good deal must depend on the intelligence of the bird. Highly-intelligent birds like geese do sometimes get lost in fog—there was an example in this long period of fog—but wise birds like rooks do not.

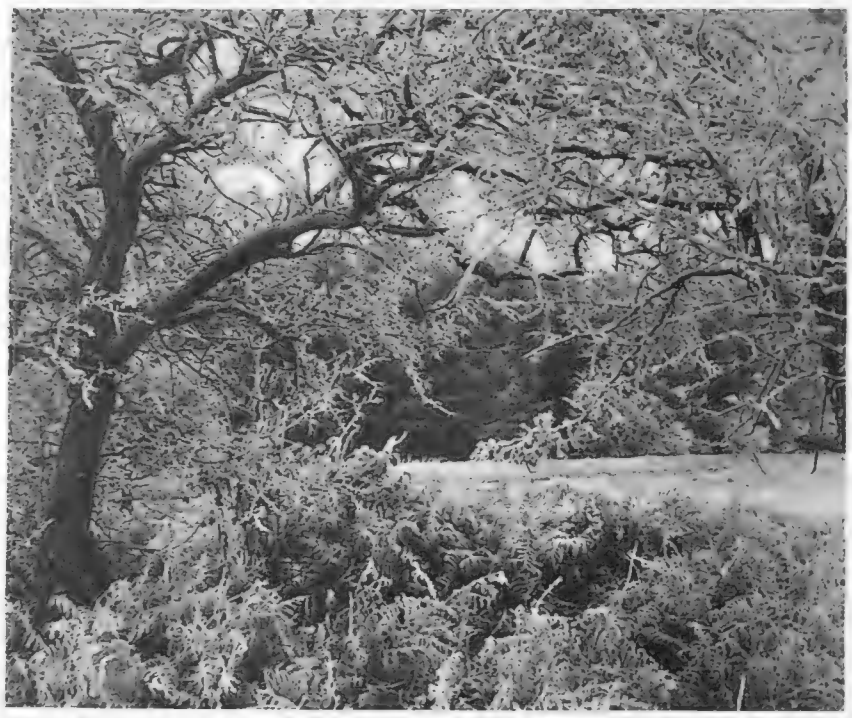
The rooks, a great multitude of them, that fly over my house to their roost evening after evening did so throughout this fog. They passed over a little earlier than usual, that 's all: otherwise it did not seem to make all that difference to them. On the thickest day—at least, on an evening when, from the motorist's point of view, the visibility might justifiably have been described as nil —they came, a good half-hour earlier than usual. But they came. Evening after evening: there was obviously no question of losing the way, they were dead on course. It was noticeable that they were flying much lower than usual. Not that I could see them: but I could hear them. They were very much noisier. They passed over in, as it were, a continual chatter.

Standing on the lawn, it required very little imagination to interpret the conversation going on above. There was one other change from the normal progress. Normally, it takes quite a long time for this great concourse of rooks to pass over the house. They come in small groups—a dozen, a score, at a time—and it may take as long as twenty minutes or more for the whole lot to pass. In the fog they passed in one group, at the most two, and in no time at all the chatter faded into the distance and they were gone. They certainly did not appear to be flying more slowly than usual.

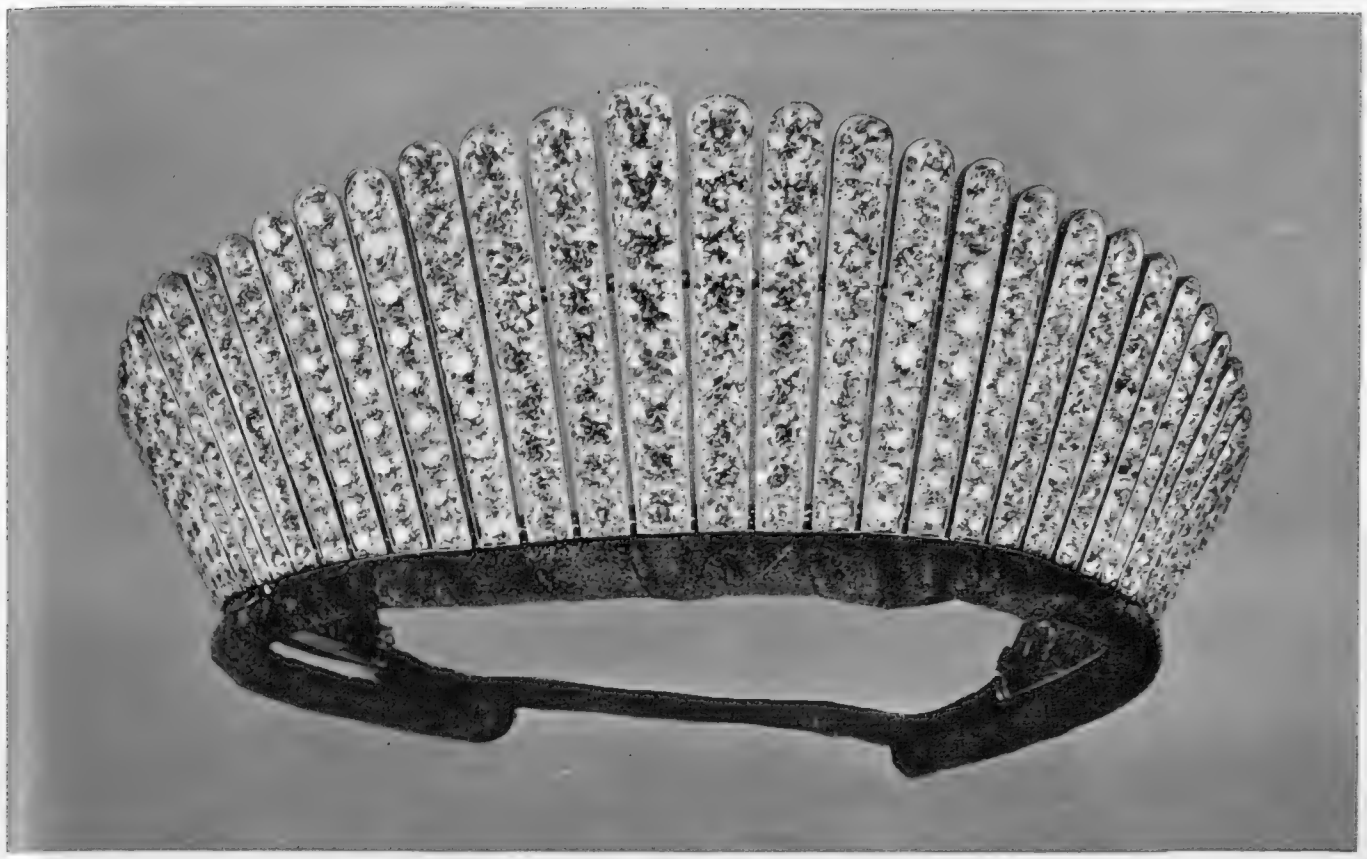
Perhaps one rook alone would lose his way in a fog as thick as this. I do not know. Perhaps rooks can find their way in thick fog only by flying together in big flocks and talking constantly to each other. But geese also fly in flocks, and whole flocks have been known to get lost in thick fog. In any case, rooks do not feed in big, close-knit flocks as geese do: they scatter over the fields. To form a big flock for the flight home there must, presumably, be a meeting-point, and individual birds, or two's or three's, must find their way to this meeting-point. Something like that must happen anyhow: and how is it done ? How, having formed a flock, do they know in thick fog, the landmarks obscured, where they are going, which way they are heading ? My admiration for the rook, always great, is now unbounded.

For in thick fog, despite all our wonderful scientific aids, aeroplanes are grounded and airports shut, trains are cancelled, great liners are immobilised, motorists are forced to abandon their cars—twice in this period I had to abandon mine and walk in what I hoped would prove to be the right direction—but rooks fly as usual. They do so without scientific aids; on what, for want of a better term, I must call the " Farmer Giles " principle.

Talking of " Farmer Giles ": our elderly countrymen, the ones who were so right about the fog, are all forecasting a hard winter. They are determined, and quite depressing, about it. I do hope that this time they are wrong. In my opinion the proper place for snow is on a Christmas card.



WINTER CONTRASTS IN THE ENGLISH COUNTRYSIDE : *Left*—The picture was taken in the Norfolk woods in East Anglia after the first hoar-frost of the season. *Right*—A scene on a farm in Kent early on a foggy morning when the horses were being harnessed for the day's work. After the prolonged rain of last summer, locals in at least one corner of the countryside forecast that we should get "fog, persistent and heavy fog." Their forecast has been correct, and now they are forecasting a hard winter.



ROYAL DIAMONDS

Items from The Queen's Personal Jewellery for a New Year Exhibition

On left—

A ROYAL TIARA FOR A LONDON EXHIBITION: It has been loaned from the Queen's personal collection for the "Ageless Diamond" Exhibition which will be held at Christie's from January 9 to January 28. The tiara, similar in design to a Russian peasant's head-dress, was given to Queen Alexandra by some of her friends on her silver wedding in 1888. It was first worn by Queen Elizabeth at the Opening of Parliament in Wellington, New Zealand, during the Royal Tour in 1953-54. The exhibition at Christie's next month has been sponsored by De Beers' Consolidated Mines and will be in aid of the National Playing Fields Association and the Children's Country Holidays Fund. It will be the most valuable collection of stones ever brought together under one roof.

On right—

A WEDDING PRESENT TO THE QUEEN: At the centre of this flower brooch is the 23-carat brilliant cut pink diamond which was given to the Queen as a wedding present by the late Dr. Williamson of Tanganyika. Mr. Cecil Mann, of Garrards, the Crown Jewellers, who has been looking after the Royal Family's jewellery for thirty years, has described the four items from the Queen's collection. He says that pink diamonds are so rare that they can be considered a freak of nature.

THE QUEEN'S "BEST DIAMONDS": The magnificent necklace and bracelet are composed of twenty-one diamonds presented to the Queen (then Princess Elizabeth) by the Union of South Africa on her twenty-first birthday which she spent in Cape Town during the Royal Tour of the late King George VI. There is also one other stone given by De Beers during the tour. Her Majesty is reported to refer to the necklace and bracelet as "my best diamonds." As well as the Queen's jewellery the exhibition includes pieces from private owners all over the world and prize stones from the "top six" in the jewellery field—Cartiers, Boucheron, Phillips, Wartski, Garrard and Asprey. All the pictures on this page are reproduced by gracious permission of Her Majesty the Queen.

On left—

THE CULLINAN BROOCH: It is made up of two parts of the Cullinan diamond which originally weighed 1¾ lb. The diamond was found fifty-three years ago by De Beers, at the Premier Mine at Kimberley, and the Transvaal Government was persuaded by Generals Botha and Smuts to buy it and present it to King Edward VII. It cost the nominal sum of £150,000 and was divided into nine principal parts. The first, of over 600 carats, which is the biggest cut diamond in the world, now forms part of the sceptre; the second is in the Imperial State Crown and the third and fourth parts are in the brooch. In Britain, the brooch was last worn in public by Queen Mary at the wedding of Queen Elizabeth. Her Majesty took it with her on her recent visit to the Netherlands.

THE NEW GONDOLIERS

New Scenery and Costumes for the Gilbert and Sullivan Opera During the Three-month Season in London

THE OPENING OF THE GILBERT AND SULLIVAN SEASON AT THE PRINCES THEATRE IN LONDON: The gay chorus of gondoliers and contadine is led by John Reed as Antonio (centre) in this scene from the first act of *The Gondoliers* performed by the D'Oyly Carte Opera Company.

Tradition is very much part of the performance of Gilbert and Sullivan. The D'Oyly Carte Opera Company preserves that command of Sir William Gilbert, a meticulous director of his work, that every word should be clearly spoken and as clearly heard. For many years, the Savoy operas have been part of the English scene. This year's opening night of the winter season at the Princes Theatre in London revealed new costumes and sets for *The Gondoliers*. These settings of Venetian canals and the Palace of Barataria are gay and charming.

In a production which was swifter than previously and at the same time respected the traditions laid down by Gilbert, the wit of both the words and the score was freshly amusing. The New Symphony Orchestra, conducted by Isidore Godfrey, played with elegance, enabling the audience to appreciate the subtlety of much of Sullivan's music. That innovations were to the taste of lovers of Gilbert and Sullivan light opera was shown by the vociferous demands for encores and the prolonged applause. The other works in the company's repertoire were eagerly awaited to see whether refurbishing had been carried out on them as well.

It was after the production of *The Gondoliers* in London in 1889 that the rift arose between the author and composer over the famous incident of the carpet. The last two collaborations were not successful. Thus *The Gondoliers* is in some ways the last of the line of Savoy operas. Remembering that when the final copyrights run out in 1961, fifty years after the death of Gilbert in 1911, all sorts of innovations will be possible, it is to be hoped that the D'Oyly Carte Opera Company will maintain their worthwhile traditions.

THE GRAND INQUISITOR: Don Alhambra del Bolero is sung by Kenneth Sandford. For the opening of the winter season, new scenery and costumes were designed by Peter Goffin and the production is swifter than in previous performances.

On left—

THE DUKE OF PLAZA-TORO: The part of the Duke who "when there was any fighting led his regiment from behind" and "found it less exciting," is played by Peter Pratt, with a superb sense of the ridiculous.

LEADING ROLES IN "THE GONDOLIERS": From left to right are Marco Palmieri (Thomas Round), one of the twin brothers; Gianetta (Jean Hindmarsh), Don Alhambra del Bolero (Kenneth Sandford), Tessa (Joyce Wright), and Giuseppe Palmieri, the other brother (Alan Styler), in a scene from the second act.

DUKE AND DUCHESS: In this scene from the first act which is set in Venice are the Duke of Plaza-Toro, in his elaborate and fanciful costume, and the Duchess of Plaza-Toro, sung by Ann Drummond-Grant.

ENTRY OF THE DUCAL PARTY: The second act of Gilbert and Sullivan's opera is set in the pavilion of the Palace of Barataria. From left to right are the Duke and Duchess of Plaza-Toro and their daughter Casilda (Jennifer Toye). Behind is the chorus of men-at-arms and heralds. At the opening performance of the company's winter season, the audience enthusiastically called for many encores. Critics in general agreed that the new production, using fresh scenery and costumes, had gained much and lost little.

HE FINALE OF THE OPERA: Standing on the steps of the throne (right) are Luiz, the former attendant of the Duke of Plaza-Toro (John Fryatt), and Casilda (Jennifer Toye). In front of them kneel the Duke and Duchess, and then in the next row the Grand Inquisitor; Inez, the King's foster-mother (Alice Hynd); and the two brothers and their wives. The D'Oyly Carte Company opened at the Princes Theatre on December 15 for a three-month season, in which *The Mikado*, *Iolanthe*, and other favourite Savoy Operas will be given.

The Sphere of Travel

THE WARMTH OF SOUTH AFRICA

The Delightful Climate, Coastal Resorts and Scenery of the Cape Peninsula

By GORDON COOPER

WHILE you can travel out to South Africa by air from London in a matter of hours, I feel sure that the ideal way of getting there, if you can spare the time, is by sea. It is a sunshine route almost all the way, bringing you in about a fortnight to a land where our winter is their summer. Various shipping lines can take you there—Ellerman's, Holland Africa, Shaw Savill, and, of course, the Union-Castle. It is also possible to make the longer but extremely interesting trip by way of the East Coast, calling at various exotic ports, such as Mombasa, Dar es Salaam, Zanzibar and Beira. For those who wish to get off the beaten track I suggest that a short holiday might well be spent at Beira (Mozambique), a typical Portuguese town in Africa, where there is an interesting hinterland, also a good modern hotel: the Grande Hotel da Beira. Beira, too, is the nearest port for Southern Rhodesia and Nyasaland.

Many people are quite content to laze either in the glorious Cape Peninsula or at Durban, with coastal resorts easily accessible in both cases. Durban, incidentally, is particularly well supplied with good-class hotels. For those who wish to do some sightseeing various tours by coach and car are available. In twenty-one days one such tour by coach covers the most interesting centres in the Union, while in thirty-five days you can include an extension into Rhodesia (with visits to the Wankie National Park, the Victoria Falls and Zimbabwe Ruins). If your time is strictly limited, I would recommend a ten-day tour between Johannesburg and Durban. It includes, in the shortest comfortable time, two wild animal reserves (Kruger Park and Hluhluwe Game Reserve), two native territories (Swaziland and Basutoland) and the Drakensberg Mountains—Africa in miniature.

For the "lazy" holidaymaker, I think that an ideal fortnight could well be spent in the Cape Peninsula. It offers a kaleidoscope of natural beauty. I envy the newcomer who, early astir on ship, sees with the coming of daylight the dignified panorama of Cape Town spread before him. You will be more than compensated for your energy, when the sun rises over the summit of Table Mountain, and white-gabled villas peep out from the green foliage of the mountainside. Beneath lie the closely-packed modern buildings of the city itself. This, to my mind, is one of the most glorious landfalls in the world; and it presents a scene to be stored among the mind's most colourful pictures.

Welcomed by such an impressive gateway, small wonder that one longs to see what lies beyond. Yet, even as one enters the city, there is always the paramount visual attraction of the mass of Table Mountain, whose dark slopes tower overhead, issuing, I feel sure, a perpetual appeal to everyone to explore the gorges and fairy-like waterfalls or to inhale the scent of the countless wild flowers that clothe each successive ridge.

One comes to the statue of Van Riebeeck, that hardy old Hollander who founded the first European settlement in Southern Africa, a reminder of the time when freebooters and sailing ships put into this distant outpost of civilisation for water and provisions. Relics of this almost forgotten past greet the visitor as he treads the by-ways of the city, gazing on the massive walls of the old Castle that once served as a refuge for the early settlers against the depredations of Hottentot marauders.

Redolent as the city is of the romance of the past, there breathes about it to-day rather an air of civic dignity and modernity, although always the mountain, with its twin sentinels, Devil's Peak and Lion's Head, dominates every aspect. It is, too, from the summit of Table Mountain that the most comprehensive view of Cape Town and its far-flung suburbs is to be obtained.

When I first knew Cape Town the only means of reaching the elevated plateau that tops Table Mountain was by a three-hour climb up one of the many gorges. Anyone with some energy will still prefer this more intimate method of attaining their objective—but the less active can follow the easier route by an aerial cableway. The ascent in the cabin occupies eight minutes; this seems all too short, for it would be pleasant to dawdle, the better to study each new aspect of the scene. However, from the summit one can gaze down on a world in miniature.

ON THE BEACH NEAR CAPE TOWN: On the sands of Clifton, holiday makers bask on the excellent beach in the hot sunshine. Lying at the foot of the Lion's Head, which is 2,175 ft. high, Clifton is a suburb about five miles distant from Cape Town. The Cape Peninsula shoreline is a continuous stretch of bays, headlands and long, curved beaches with a "Mediterranean" climate. It is bordered by both the Atlantic and the Indian oceans. The waters of the second are warmer.

A WIDE RANGE OF SEA CRUISES

Three gay cruise programmes lie in front of me, from P & O, Royal Mail and the Orient Line. The itineraries from all three companies look more varied and interesting than last year. Most cover the Mediterranean, Madeira, the Canaries, Casablanca, Lisbon, Vigo and Corunna. Only the Royal Mail ventures north to Scandinavia, although the *Arcadia*, belonging to the P & O Company, goes to New York and Bermuda on September 12, and the *Iberia* goes to Havana and New York on May 30. An extension of a purely Mediterranean cruise is to be found in the Royal Mail programme, where the S.S. *Andes* goes through the Dardanelles to Istanbul and across the Black Sea to Sochi, which is on the Riviera of the U.S.S.R. Only one day is spent there, however, which is rather short for such a novel port of call. The Caribbean is, I notice, the destination of Cruise No. 1 by the *Andes*, which takes twenty-three days and leaves on April 29. Trinidad and Antigua are two of the stops, the other being Bermuda.

There is certainly a wide choice this year and prices range from £44 upwards, although personally I would never go on a cruise unless I travelled first-class and paid more than £100 for my berth. The whole joy of holiday cruising lies in the luxury of being waited upon hand-and-foot in elegant surroundings and with all the time in the world to enjoy yourself. My favourite choice would be a cabin-de-luxe on the S.S. *Iberia*, where for £184 per head on July 18 I could sail for Naples, Cannes and Lisbon, arriving back in Southampton on July 31. This is luxury accommodation at its best, with plenty of room, separate bathroom and lavatory, and with assiduous, thoughtful service whereby every wish is anticipated. I must say a cruise, provided you pay that little more, is an experience to buoy you up for the rest of the year. Since I know that tourist class on all these cruises is always sold out, I have no hesitation in saying that the prospect of spending seventeen days sharing an inside four-berth cabin on "E" Deck in the height of the season does not make a strong appeal, even though a fifteen-day cruise would cost £72 per head. A cruise ship is the one place in this world where it is essential to reserve the very best accommodation in the class you can afford.

Other cruise details which will shortly be announced include those of the Royal Netherlands, Clipper and Bergen Lines, as well as some interesting short itineraries organised by British Railways. W. D. C. C.

ITALY OF THE ETRUSCANS

Not least interesting among the great civilisations of the past was the Etruscan. This vanished race had a civilisation not far removed from the contemporary ones of Greece and Rome. Although existing evidence is limited, it is nevertheless sufficient to show its influence on the progress of man. For this reason any reader seeking information about the Etruscans will find that the latest number of *Italy's Life*—an official publication produced by E.N.I.T. (Italian State Tourist Department)—is rewarding. Entirely devoted to Etruscan life, it is superbly produced, with many illustrations, including several coloured plates, and the English translation is excellent. Various distinguished Etruscologists have contributed articles, some of which sum up the essential aspects of Etruscan life, while others help to orientate the tourist and give him information on where best to visit Etruscan places. Unfortunately, this delightful book is not yet available in Britain, but further information regarding its purchase in Italy can be obtained by writing to Pubblicit, Stazione Termini, Rome. The cost, incidentally, will be at least £2, but the production is well worth it.

From this eyrie one sees immediately below a cloak of dark green woods which gradually merge into the latticework of closely-packed buildings which extend right down to the gently-curving coastline of the Bay. The docks, with their ocean liners dwarfed by distance to the size of tiny toys, appear to be almost insignificant. Farther afield lies Robben Island shimmering like a jewel in the centre of the Bay, and away beyond, the white sands of the beach form a definite line of demarcation between the blue waters and the far-off range of the Blaauwberg enveloped in a haze of mauve.

Southward, the view is equally entrancing. The pale green of the Cape Flats is replaced by a darker hue as one looks over the park-like suburbs to the sparkling waters of False Bay, ringed-in by an unbroken chain of white-fronted hotels nestling beneath the sombre walls of the Muizenberg Range.

Of the many drives possible in the compass of a day from Cape Town, the finest is the 90-mile tour around the Cape Peninsula, climaxed by a visit to Cape Point and the Cape of Good Hope, which Sir Francis Drake described as "the fairest Cape that we saw in the whole circumference of the earth." Along the Atlantic and colder side of the peninsula are several pleasant resorts, such as Clifton and Camps Bay, but you find warmer waters and more genial climatic conditions on the Indian Ocean, along the shores of False Bay. Here are such delightful resorts as Muizenberg, with a mile-long surfing beach, Seaforth, Glencairn and Fish Hoek—all charming bathing resorts, with the additional attraction of being within easy reach of Cape Town. If you are a motorist, you will find the Cape has hundreds of miles of all-weather roads, along the coast and through a beautiful and historic hinterland, where old Cape Dutch homesteads, vineyards and orchards dot the landscape. You can also tour the Cape by motor-coach.

A striking feature of the Cape Peninsula is the wealth of its colourful flora that clothes mountain and valley, hill and dale, and there are no fewer than 200 different varieties of indigenous plants in the area. The gleaming patches of variegated heaths, the more delicate disas and nerinas, and the bushy proteas, all in their natural environment, are as much a delight to the botanist as to the artists. I would also strongly urge that every visitor should not miss a visit to Kirstenbosch, on the eastern slopes of Table Mountain. Here, the National Botanical Gardens occupy an area of some 400 acres, and all the varied species are scientifically cultivated and studied within their precincts. The depth of colour, the fineness of the specimens, and the artistic layout combine in making Kirstenbosch one of the world's outstanding gardens.

I made mention of the old Cape Dutch homesteads, whose style of architecture has often been imitated in all parts of the world. Throughout the country districts you may still see the beautiful old houses which were built by the early settlers. Some of them are over 200 years old, but so solid are their walls, so immense the beams that support the roof tree, that they look as though they will last for ever. One of the most striking of these old buildings is Groote Schuur, which was bequeathed to the nation by Cecil Rhodes as the home of future Prime Ministers of the Union; but it can only be visited when the Prime Minister is not in residence.

What a varied range of appeal the Cape Peninsula exerts! I have only touched the fringe of the excursions that can be made. I wish to mention two new things in South Africa that might well appeal to some tourists: the Kariba Dam on the Zambesi, and the Orange Free State Goldfield. In different ways, both are modern-day miracles and exemplify the saying that there is "Always something new out of Africa."

The Kariba Dam, which has created the largest man-made lake in the world, has on several occasions been illustrated and described in these pages. It is not an easy place to reach, except by air, and there is as yet no hotel accommodation on the site. From Salisbury, you can go on a day's excursion flight to the great dam, and it will surely appeal to anyone interested in civil engineering marvels.

The development of the Orange Free State Goldfield during the last ten years has been an episode of profound significance in South Africa's history. Briefly, it has increased the national income by millions of pounds each year, and provided a considerable amount of employment. As a result, on what only a decade ago was practically uninhabited veld there are now towns, railways, roads, electric power and water for the mines. Nor has the development been left to unplanned growth as was the case with the Witwatersrand. Instead there has been the greatest single programme of planning and development in the Union's history. Great new towns, such as Welkom, Allanridge, and Virginia have come into existence, and more than £230,000,000 has been spent on capital development of the goldfield by private enterprise and by Government services. Of this sum the Anglo-American Corporation Group has expended well over a hundred million pounds. Altogether, a visit to Welkom is a thrilling experience, not least for the opportunity to see the excellent way in which improved living and working conditions for native mineworkers has been effected.

USEFUL ADDRESSES

South African Tourist Corporation, 70, *Piccadilly*, *London*, *W.*1.

Office of the High Commissioner for Rhodesia and Nyasaland, *Rhodesia House*, *Strand*, *W.C.*2.

Portuguese Tourist Office, 20, *Lower Regent Street*, *S.W.*1.

Thos. Cook and Son Ltd., *Berkeley Street*, *W.*1 (*for hotel accommodation*).

African Car Hire Ltd., *Cape Town* (*for travel by car and coach; information also from U.K. travel agents*).

Ellerman Lines, 12, *Camomile Street*, *E.C.*3.

Union Castle Line, 19-21, *Old Bond Street*, *W.*1.

Holland Africa Line, 27, *Leadenhall Street*, *E.C.*3.

Shaw Savill, 49, *Leadenhall Street*, *E.C.*3.

DURBAN FROM THE AIR: The third largest city in the Union of South Africa, Durban is a port and manufacturing centre of increasing importance. Its sub-tropical climate and the numerous hotels contribute to its popularity for tourists and visitors. It is especially favoured in the mid-winter months of June and July by those living in the Transvaal.

THE NEWS IN PICTURES

CZECH AND HUNGARIAN LEADERS IN CONFERENCE: At the table in Prague, on the left-hand side, are, from the foreground, Mr. Siroky, the Czechoslovak Prime Minister, and President Novotny, of Czechoslovakia, who is also Secretary-General of the Czech Communist Party. On the right-hand side Mr. Gyorgy Marosan, one of the three Ministers of State in the Hungarian Government, is nearest the camera. Next to him is Hungary's Prime Minister, Dr. Münnich. The Czechs were welcoming a delegation from the Hungarian Government and Communist Party. Two days after the visit began the United Nations General Assembly passed a new resolution condemning the repressive regime in Budapest. There were fifty-four votes in favour and ten against (the Soviet bloc and Yugoslavia). Fifteen nations (mainly from the Afro-Asian bloc) abstained. The resolution deplored "the continuing repression in Hungary of fundamental rights of the Hungarian people and their freedom of political expression under the shadow of the continuing presence of Soviet armed forces."

On right—

PRESS STRIKE IN NEW YORK: Newspaper delivery workers picket the offices of a newspaper. They were some of those on strike for higher wages and their action affected nine New York papers. Various moves were being made by conciliators at the beginning of last week, but there were few signs of a settlement being reached.

THE FRENCH PRESIDENTIAL ELECTION: M. René Cassin, the President of the Provisional Constitutional Committee, informs the Press in Paris that General de Gaulle had signified his intention of standing as a candidate in the election for the new President of France. Voting by the "grand electors" was due to take place last Sunday (December 21) and two candidates—one of them a Communist—were expected to oppose de Gaulle.

AN INTERNATIONAL YOUTH GATHERING IN COLOMBO: Mr. Bandanaraike, the Prime Minister of Ceylon, addresses the Executive Committee of the World Federation of Democratic Youth. Ninety delegates from forty countries had met to discuss the problems of youth in Asia in relation to other continents and to make preparations for the Festival of Youth which is to be held in Vienna. The Federation claims membership from over ninety countries, including Britain, the Soviet Union, China and the U.A.R.

HERR ULBRICHT RETURNS TO BERLIN: The Secretary-General of the East German Communist Party salutes from the rostrum as goose-stepping troops parade below him. He had arrived back in Berlin from his visit to Warsaw. In Poland he spent much time joining Mr. Gomulka in abuse of West Germany.

THE NEWS IN PICTURES

WESTERN UNANIMITY ON BERLIN: Mr. Selwyn Lloyd sits with other members of the British delegation in the four-power Ministerial talks which preceded the series of important NATO and associated conferences in Paris last week. On the Foreign Secretary's right is Sir Gladwyn Jebb, British Ambassador in Paris. Britain, France, the United States and West Germany reaffirmed in strong terms their rights in Berlin. Two days later their stand was unanimously endorsed by the conference of the whole Atlantic Council.

Concord and discord marked the conferences in Paris last week. At the Atlantic Council complete agreement was reached over policy on West Berlin. A stern warning was given to Moscow that the Western powers would not be deprived of their rights in the German city or of access to it. Having called Mr. Khrushchev's bluff, every speaker made the point that the West has been and always is ready to negotiate with the Soviet Union on Germany and a general European settlement. But in the economic meetings it was a very different story. There were fierce clashes between France and Britain about the question of trade discrimination between the six Common Market powers and the other members of O.E.E.C. The discussion broke up in an atmosphere of considerable tension.

POSSIBLE SUCCESSOR TO MAO TSE-TUNG: General Chu Teh, Vice-Chairman of the Chinese Republic, was reported last week as likely to succeed Mao Tse-tung as Chairman. The Diplomatic Corps in Peking was informed that the Central Committee of the Chinese Communist Party had agreed to Mao's wish to resign from office and devote his time to writing. However, it was understood that Mao would remain Head of the Chinese Communist Party, the effective power in the country.

COUNTERING THE SOVIET THREATS: The four Foreign Ministers in Paris are, from the left: Mr. Selwyn Lloyd, Mr. Dulles, M. Couve de Murville (France) and Herr Von Brentano (West Germany). With the representatives of the other NATO powers they decided at the Atlantic Council that the Russian demands on Berlin were unacceptable and had created "a serious situation which must be faced with determination." But neither Mr. Lloyd nor Mr. Dulles believed Russia would risk a war over Berlin.

CENTRAL FIGURES IN THE ECONOMIC DISPUTE: Mr. Heathcoat Amory (right), the Chancellor of the Exchequer, and Sir David Eccles, the President of the Board of Trade, are seen at London Airport before flying to Paris for the O.E.E.C. Conference. There were sharp differences between Great Britain and France over the question of European Free Trade.

WINNER AND LOSER IN THE VENEZUELAN PRESIDENTIAL ELECTION: Señor Romulo Betancourt (holding pipe), the new President of Venezuela, is embraced in Caracas by Rear-Admiral Larrazabel, the defeated candidate. The Admiral had been Head of the Provisional Government formed at the overthrow of the Jimenez dictatorship last January. After the election there was widespread rioting in Caracas for two days.

SIR ANTHONY EDEN GOES TO MEXICO: With Lady Eden he is about to board his plane at London Airport to fly for his holiday via New York. Before leaving, Sir Anthony said that the Western Powers were right to stand firm on Berlin "not only on merits but on principle." He considered that the Communists had the initiative in too many places. "That will continue until the free nations can determine common policies."

THE NEWS IN PICTURES

ENGULFED BY HEAVY SEAS: In Yaquina Bay, Oregon, a 52-ft.-long patrol craft manned by five U.S. coastguards, encounters heavy seas while on a routine patrol. The picture illustrates some of the hazards faced by members of the coastguard during the winter months, when they are frequently called upon to assist other vessels in difficulty.

SUB-AQUA-JET MAKES ITS BOW: This new idea for underwater sport has been produced by Tough Bros. Ltd., of Teddington, Middlesex. It will be shown at the Boat Show at Olympia on December 31. A further reference to the machine is made by Gabor Denes on pages 514-15.

"ENCYCLOPÆDIA BRITANNICA" AWARDS FOR BRITISH PRESS PHOTOGRAPHERS OF THE YEAR: At the Savoy Hotel, in London, Lord Hailsham presents Mr. Ronald Burton, of the Keystone Press Agency, with his award as British Press Photographer of the Year. He is the fourth member of the Agency to gain the distinction and this is the sixth year in which he has had pictures selected for exhibition. Photographers submitted 1,826 prints for the competition, sponsored by *Encyclopædia Britannica* and the Institute of British Photographers.

THE HIGH COMMISSIONER FOR GHANA RENAMES A LOCOMOTIVE: Mr. Asafu-Adjaye unveils a new nameplate on the London Midland Region locomotive No. 45610 at Euston Station. The engine was formerly named Gold Coast. The gesture of goodwill was a recognition by the London Midland Region of British Railways of Ghana's emergence into independence.

AUTOMATION AIDS THE HANDLING OF THE CHRISTMAS MAILS: **In the letter-sorting department at the South-Eastern District Office of the General Post Office, a worker puts into operation a new sorting machine known as Elsie. With this machine the sorter, without handling the letters, can divide them into 141 selections in one operation. By hand, the maximum number of selections possible at one operation is forty-eight.** *On left*—Parcels of all shapes and sizes are sorted by hand during the accumulation of this year's enormous volume of Christmas mail. During the rush period, the South-Eastern office, which covers more than 200 post offices, was expected to deal with about 35,000,000 letters, cards and packets, and more than 2,000,000 parcels.

THE NEWS IN PICTURES

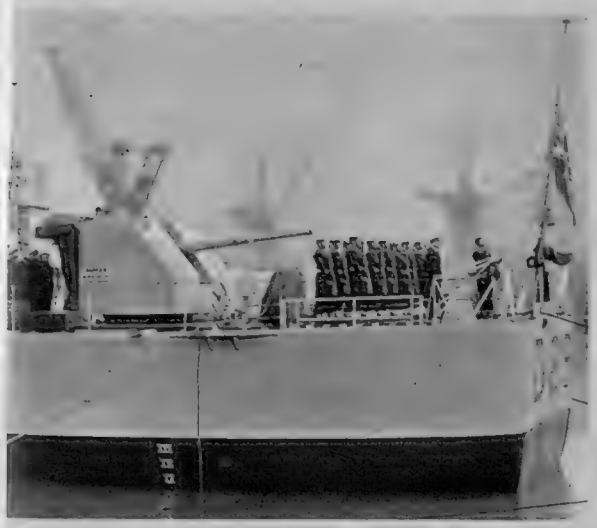
AN ATTEMPTED AMBUSH IN CYPRUS: A member of the British R.A.F. Regiment on the island points to a spot on the road near Paralimni village where a bomb had been planted. A little further along the road, it was reported, another bomb had been found. The route is used daily by an R.A.F. convoy serving the signals station at Cape Greco. An Eoka leaflet called for Cypriots to prepare for a "new phase in the battle for Cyprus." In the north-east of the island British security forces continued their drive against terrorists. The operation in Lefkonico was marked by exceptional secrecy and the authorities refused to confirm that leading Eoka terrorists had been captured. Twenty-seven persons were detained for questioning.

AT WALKING PACE: An R.A.F. convoy moves through the village of Paralimni on its way from Famagusta to Cape Greco. An escort equipped with automatic weapons and mine-detectors accompanies the convoy through the village.

OFF TO CYPRUS FOR CHRISTMAS: Families of servicemen on the island line up at Hendon Air Terminal to check their documents before leaving for Blackbushe Airport. They were the first to go to Cyprus since the ban was lifted.

On left—

THE DEBATE IN ATHENS: The Greek Foreign Minister, Mr. Averoff, replies to Opposition allegations at the opening of the three-day debate in the Greek Parliament on the question of Cyprus. By the end of the debate it seemed clear that Greece would agree to participate in an international conference, whatever its composition, provided that the precise framework and purpose were agreed beforehand. The Government proposed first as a basis for discussion Makarios's plan for independence, guaranteed by the U.N. Failing this Athens was willing to discuss a provisional settlement. The Government apparently accepted that Turkey was a party to the dispute.



THE FLAGS OF THREE NATIONS ON ONE SHIP: At a ceremony at Cowes, in the Isle of Wight, the green flag of Pakistan is hoisted on the flagstaff at the stern of the destroyer re-named *Shah Jehan*. *Above, left*—At the start of the handing-over ceremony, the Union Jack is lowered on board H.M.S. *Charity*. *Below, left*—The Stars and Stripes makes a brief appearance at the stern of the destroyer. The ship flew three flags and changed hands twice during the ceremony. H.M.S. *Charity* was bought by the United States and then handed over to Pakistan under the American programme for defence aid to become the *Shah Jehan*. One of the "C" Group destroyers built to emergency war design, the vessel was completed in November of 1945. Modernisation was carried out during the current refit at the expense of the U.S. Government.

The World of Books

BEHIND THE SCENES IN THE KREMLIN

An Interesting View on Stalin's Death; Businessmen and Quakers; Essays by Richard Church and the Autobiography of Christopher Hollis; A Doctor's Novel and Other Fiction

ALTHOUGH it is as difficult to feel a great deal of emotion about the death of Joseph Stalin after nearly six years as it was at the time, the circumstance of his dying remain a matter for absorbing speculation. An investigation of the available evidence, which seems to be fuller than one would have expected, has now been made by "Monitor," and a remarkable book it is, indeed.

THE DEATH OF STALIN (Wingate. 13s. 6d.) opens dramatically with the arrest of the nine Kremlin doctors, held to be in the pay of the British and American intelligence services and receiving instructions through an international Jewish organisation. It is possible that the doctors were imprisoned because Stalin thought he was being poisoned and, "Monitor" asks, was he? The book examines what facts are known and interprets them to form, at the least, a perfectly plausible theory in which even Lenin's death and the executions of Beria and his predecessors in the secret police are relevant factors. It is particularly "Monitor's" view of Khrushchev's part in all this miserable story that makes his brief volume of such extraordinary interest.

Roy Lewis and Rosemary Stewart, one a well-known industrial journalist and both specialised writers, have produced a book on a subject that is at some removes from the last book. *The Life and Times of the British Business Man* has been given the title of THE BOSS (Phœnix. 21s.) and, if it is devoted to a question on which not every reader is an expert, it is at least fairly lively reading, clearly arranged and, a minor point for which one can still be very grateful, with all its footnotes grouped tidily at the end of each chapter.

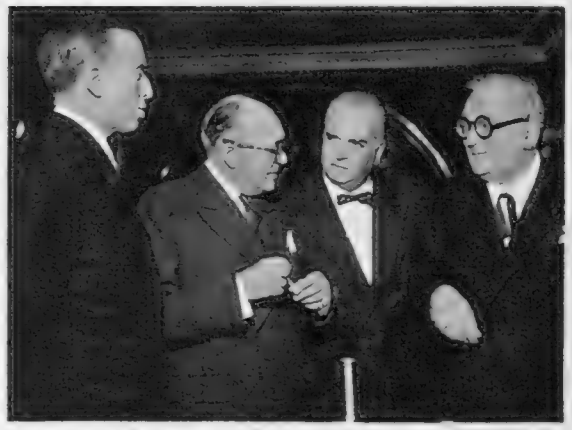
The findings of these two authorities are not invariably of a cheering nature. They write darkly of nepotism as contrasted with push; of Life at the Top and, for two pages, of the public's reaction to businessmen in this country. It is not always an entertaining book, but that is not its object. It *is* quite an important one.

Mr. John Sykes has written what is in effect a history of the Quaker movement and an examination of the use that might be generally made of their principles to-day. THE QUAKERS: A NEW LOOK AT THEIR PLACE IN SOCIETY (Wingate. 21s.), because it treats of the Society of Friends and because that Society has, from the seventeenth century, retained such a strong individuality, is a fascinating study. The simple but intense form that its worship takes, the developments, some good, some regrettable, and the active work for education, relief and nursing that have been done on an increasingly wide scale; all these give food for thought. The record of Quakers in time of war is in many ways a noble one. Their organisations have shown great physical staunchness in spite of their anti-belligerent faith, and this study presents them in a frankly sympathetic light.

MADAME DE GENLIS (André Deutsch. 25s.) was a personage as little in tune with the Quaker philosophy as can be imagined. As a young and beautiful woman she was married to a man who held a prominent position at the Court of the Duc d'Orléans, later to become Philippe Egalité. Madame de Genlis became the mistress of the Duc and at the same time governess to his children, a family which included two girls of mysterious origin who were almost certainly her own daughters by her Royal lover. The affair nevertheless seems to have been conducted with a certain discretion and the lady had a high reputation both in society and as the writer of books of impeccable moral tone. Many years afterwards, in spite of her expressed loyalty to the Bourbons, she was to be admired by Napoleon, who gave her a pension. An extraordinary woman and a really rewarding subject for this intelligent biography by Mrs. Violet Wyndham.

Mr. Richard Church, who is before anything else a poet and after that an inspired writer of autobiography and essays, has called his new collection of short articles, which are, in fact, sixty-six brief essays, A COUNTRY WINDOW (Heinemann. 16s.). That is his vantage-point for observing the changing seasons and the changing—or wonderfully immutable—ways of human beings. He writes about the countryside itself, about wild animals and farm animals, about Subtopia and hop-pickers and Chaucer, about the American poet Robert Frost, "more impressive than ever," and about ploughing, "mankind's most emphatic gesture of hope and of defiance." He writes, in fact, as the mood moves him and as he is stirred and inspired to fresh thought by the view through that window. It is a book of small but precious enchantments: prose that springs from the deep intuition and good sense of a poet.

ALONG THE ROAD TO FROME (Harrap. 17s. 6d.) is the autobiography of Mr. Christopher Hollis and it is also, as he puts it himself, "the record of the arguments by which one person has been influenced." The influence of which Mr. Hollis writes is that which turned him, the son of an Anglican bishop, to the Roman Catholic faith, and it is this change and the deep happiness which it has brought him, that the author discusses here. "Life has been to me predominantly the adventure that has brought me to my opinions," and it is true that the hard biographical facts are rather summarily dealt with in this book of memoirs. Mr. Hollis was brought up in Somerset, went to Eton, where he first met, as a visitor, Monsignor Ronald Knox, was President of the Union while up at



FOUR FRENCH DRAMATISTS OF DISTINCTION: Seen together in Paris are four playwrights whose work is enjoying marked success in the French capital. From the left they are—Albert Husson, who is the author of *La Cuisine des Anges*; Roger Ferdinand, whose play, *J.3.*, deals with teenagers in the post-war period; Marc Gilbert Sauvajon, adapter of the French version of Peter Ustinov's *The Love of Four Colonels*; and Marcel Achard, author of the season's success *La Patate*.

Oxford, made a lecture tour of the United States and Australia, taught at Stonyhurst, did research at Notre Dame in Indiana, and served in the R.A.F. in the last war. After that he had a spell in Parliament but now devotes himself to publishing, writing and broadcasting. This book of his has something of the ease of good talk, and something of its modesty, too.

The smooth, young faces with the velvet lips and wide, shining eyes which are in some sort the professional signature of the best-known of society photographers may distract one from the fact that Dorothy Wilding has also taken some admirable photographs of men, notably the late King. Miss Wilding's series of portraits of the Royal Family could by now make a sizeable and efficient reference album. Her autobiography, IN PURSUIT OF PERFECTION (Robert Hale. 21s.), reveals that she has often suffered from an excess of nerves before an especially important appointment, but it is possible that, like actors' first-night nerves, these have only served to key her up to a better performance.

Miss Wilding writes frankly and chattily about her very successful career in London and in New York, takes the reader into her confidence about years of happiness and years of grief and emerges as a thoroughly likeable person, determined, inventive and a photographer good enough to take portraits of Bernard Shaw, Somerset Maugham, Aldous Huxley and Noël Coward that are something more than likenesses.

The Negro actor of the nineteenth century whose fame rivalled that of Paul Robeson to-day and who had the same success and affinity with Russia, is the subject of a biography by Mr. Herbert Marshall, critic and producer, and Miss Mildred Stock, an American writer who undertook the work of research here and in the United States. IRA ALDRIDGE: THE NEGRO TRAGEDIAN (Rockcliff. 35s.) will come as fresh theatrical history to most of us who are less familiar than the authors with stage matters of more than 100 years ago. Aldridge's greatest success was in the title-role of *Othello*. He also played *King Lear* and was acclaimed in the part in Germany, as in England and Russia. In the United States he suffered, materially as well as emotionally, from professional jealousy, but his career was a brilliant one on the whole and to-day he has a memorial chair in the stalls of the theatre at Stratford-on-Avon, while his own gravestone is in Poland, where he died while on tour.

It must be more than a coincidence that so many doctors become writers and that, like painters, they nearly all write commendably well. Dr. Hamilton Johnston is a relative newcomer to this scene. His first book was an amusing one, his second, THE PHANTOM LIMB (Gollancz. 15s.), is dramatic and moving. His range thus declared, it will be of unusual interest to see what his following book will be, for one takes it for granted that Dr. Johnston is now a dedicated writer. This new novel tells the story of a doctor, middle-aged and rather more than middling in his professional capacity. He is married to the kind of wife who heroically—and articulately—bears his unfaithfulness to her. In fact, she is extremely jealous and he hardly unfaithful at all. He works hard, diagnoses with good sense and compassion, and is a very human figure. As I say, I look forward immensely to Dr. Johnston's next adventure into fiction.

A GENTLEMAN CALLED (Secker and Warburg. 12s. 6d.), by Dorothy Salisbury Davis, is set in New York and has a good deal of the pace and glitter for which that city is famed. Ingenious, slightly creepy and marvellously readable.

It is difficult to know in which category to put BLOOD ON THE STRAW (W. H. Allen. 12s. 6d.), unless there is a special pigeon-hole for curiosities. This novel, which has been translated from the French by Lucienne Hill, was written by an illiterate girl in her teens and her friend, the village postman, who collaborated with her over spelling and syntax. It is a story of a remote farm, such as Berthe Grimault has lived in herself, and about a series of violent events such as can only have sprung from her imagination. Sombre stuff and, all in all, rather distasteful.

Vernon Fane

BRITISH TOPOGRAPHY

South Wales and the Isle of Man

Offa's Dyke was constructed by King Offa of Mercia in the eighth century as a boundary between England and Wales stretching from the estuary of the Dee, near Prestatyn, Flintshire, to the Severn Estuary at Sedbury Cliffs, Gloucestershire. By calling her book WEST OF OFFA'S DYKE (Hale. 18s.) Miss Maxwell Fraser is able to include the lovely county of Monmouthshire in her survey of the south Welsh scene, and very rightly has she done this, for in atmosphere and general character the western half of Monmouthshire is essentially Welsh, the Usk forming a natural though quite unofficial dividing-line. Radnorshire, Breconshire, Monmouthshire, Glamorganshire, Carmarthenshire, Pembrokeshire and Cardiganshire are taken each in turn in the author's westward sweep across the Principality. The result is an enchanting book which, although tending to dwell on beauty rather than otherwise, does not neglect entirely the heavy hand of industrialisation, and all that it has done to the countryside.

Canon E. H. Stenning's PORTRAIT OF THE ISLE OF MAN (Hale. 18s.) is another topographical work of distinction, racily written and with a friendly eye for the people, among whom the author has lived so long, and a keen appreciation of the age-old governmental structure which gives the Manxmen a glorious feeling of independence. They are staunch, independent people, indeed, these Manx folk, deeply proud of their own sovereign Lord Elizabeth II. They note, too, not without satisfaction, that their Queen holds sway in neighbouring islands. For many years the Isle of Man meant Douglas to North Country people who took their holidays there. To-day visitors roam the length and breadth of the island at holiday-time. For them especially this excellent book will fulfil a very real need.

Babylon is now a place of dust and solitude. Of her laws, medicine, economy, religion and literature we have only the scattered relics from a perished world. The revelation of her greatness has been in some measure achieved and there is much for which we have to thank modern archæologists. Albert Champdor re-creates the scene in the ancient city, in so far as it can be re-created, in his new volume, BABYLON (Elek Books. 30s.). He takes us from the days of Hammurabi in the eighth century B.C. to the Persian Conquest of 539 B.C. How far he has allowed imagination to roam one cannot tell, but it is a most vivid portrayal obviously born of a supreme feeling for the past.

Ruari McLean is an enthusiast about modern book design, and writes on the subject knowledgeably, fluently, and with very little respect for his Victorian predecessors—that is, until the advent of William Morris and the Kelmscott Press. Unfortunately, he falls into the error of being too opinionated, making a downright attack on the average Victorian title page and, by means of illustration and example, showing where those thrusting publishers let the side down. After reading what Mr. McLean had to say about the title page of the first edition of *The Trumpet Major*, one could not but turn to Mr. McLean's own title-page and (need it be added) it was hard to resist a certain smile. MODERN BOOK DESIGN (Faber. 21s.) contains a mass of worth-while material, however.

"LA FÊTE ETRANGE"

Discerning critics were unanimous in their praise for the production at Covent Garden of *La Fête Etrange*. The ballet was billed as a revival, being familiar to Londoners for nearly twenty years through the performances of various companies. But this month was the first time it had been danced at the Royal Opera House. Sophie Fedorovitch's decor in its soft colours, which had previously been seen at Sadler's Wells, seemed finer than ever on the large stage and an almost perfect setting for Andrée Howard's ballet set to music by Fauré. The story is a free adaptation from the novel *Les Grands Meaulnes*, by Alain Fournier, and the scene is France in the last century. A simple country boy comes by accident upon the preparations at a great country mansion for the wedding of the daughter of the house. The bride takes pity on him and this leads to misunderstandings and tragedy. Svetlana Beriosova, who has already danced the Bride with great distinction at Sadler's Wells, further enhanced her reputation at Covent Garden.

A TRAGEDY OF SENSITIVE ADOLESCENCE": Thus the adapter of the book of the ballet described its theme which centres largely round the Bride and the Country Boy.

A MEMORABLE BALLET AT COVENT GARDEN: The Country Boy (danced by Pirmin Trecu) holds the Bride (Svetlana Beriosova) in a scene from *La Fête Etrange* at the Royal Opera House in London. Although this ballet by Andrée Howard, set to Fauré's music, has been danced for nearly twenty years in London, it was not until this month that it came into the repertoire of the Royal Ballet—with very marked success.

On right—

PRINCIPAL DANCERS: The Bride is held by the Bridegroom (Ronald Hynd) and they are watched by the Country Boy. The book of the ballet *La Fête Etrange* is a free adaptation by Ronald Crichton from a novel by Alain Fournier.

A MOMENT OF GRACEFUL POISE: The Bride is the focal point as she is held high on the stage at the Royal Opera House during a sequence in *La Fête Etrange*. Miss Beriosova has previously danced this role with distinction with the former Sadler's Wells Theatre Ballet, but she enhanced her reputation in the ballet's first production by the Royal Ballet Company.

Matthias Riehl's ORCHIDS (André Deutsch. 42s.) a volume matching in production the magnificence f the orchid itself. Sixteen plates in eight-colour fset lithography are taken from original water-colour rawings by Karl Alexander. The author describes ow the orchid came to Europe, early attempts at rowing it and the best approved methods of to-day.

WHITAKER'S ALMANACK 1959 (complete edition s. 6d.) makes its appearance on schedule in the usual ree editions, and is one of the largest ever published, nning to 1,190 pages. Both sporting activity and chnological advance receive added space this year, nd the municipal section has also been enlarged. One ticle deals specially with the New Towns of Britain.

Whether you hunt the stag, the fox, the otter or the plorable jackal, BAILY'S HUNTING DIRECTORY inton and Co. 35s.) will give you all the essential cts. The volume starts with a review of the past nting season, and puts on record some of the outnding runs by famous as well as by smaller packs. s usual, there have been many changes in masterships, d in hunt officials. These are all recorded. Details of merican and Commonwealth hunts are again provided.

Peter Heaton's CRUISING (Nicholas Kaye. 21s.) written for the sailing man who, having learnt the rudients of the art, wants to take a step forward and go o deep water. Prince Philip put the whole matter perspective a few days ago when he said, "I hope at more and more crazy people will defy inflation and ggar themselves for the sheer joy and discomfort of ocean cing." An additional guinea spent on Mr. Heaton's book ll not make these misguided people's financial plight y worse, but at least they may pick up a few tips to ake life on the ocean wave less intolerable. R. C. E.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

GAS TURNS TO OIL: *The Search for Alternative Materials*

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

TRADITIONALLY, in Britain, gas is a way of using coal cleanly and conveniently—originally as a source of lighting, but for the last seventy years primarily as a reliable, cheap smokeless fuel. Techniques have changed over the years; but essentially this is still a manufacturing industry that heats coal in closed vessels to drive off the gas that can be purified and piped away, leaving a solid smokeless fuel, coke, as the residue. This is not, be it noted, an inevitable pattern for every gas industry. Countries such as the United States and Italy, which have discovered huge reserves of natural gas during the last generation, now manufacture practically none of their supplies, while the German gas industry has always relied primarily upon buying its gas from the coke ovens of the iron and steel industry. This has to carbonise coal in order to obtain metallurgical coke for iron smelting. Britain's is not the largest gas supply industry in the world by any means; but it is the largest manufacturer of gas for its own purposes.

Certain British Gas Boards, in areas where the steel industry has a surplus, do buy coke-oven gas, and the volumes purchased are increasing. The industry would like nothing better than to discover large deposits of natural gas under British soil, and has financed wide-scale exploration and drilling of likely spots, with one or two minor successes. It even buys some of the methane gas, "firedamp," that the National Coal Board has to pump out of some coalmines primarily as a safety measure. But these are all supplementary supplies to its own "make" of gas; and until a few years ago it was perhaps only coke-oven gas that was considered by the industry as a supplement of any major importance.

Recently, however, economics have forced the industry to revise its reliance upon the traditional carbonisation processes as its basic source of gas. Ordinary gasworks use a specialised class of coal, and the coke ovens a fairly similar class of which the coke residue left after "cooking" has greater physical strength. These "carbonisation coals" are not exceptionally scarce; but during the long post-war period of general coal shortage a large number of customers who did not need them for their special gas-making qualities, but simply as a general fuel to burn, competed for them with the gas industry and the coke-oven operators. Since these coals have these inherently valuable qualities, each time that the price of coal in general has gone up, the price of gas coals has gone up even more.

In addition, traditional gas-making processes such as the continuous vertical retort and the coke oven involve extremely expensive plant. They are highly efficient; but further increases in this efficiency cannot readily be achieved except at great expense. With expensive plant that offers no easy increases in efficiency and a basic raw material rising in price as fast as British coal, any industry might count itself in a somewhat vulnerable position. Gas prices need not go up more than those of coal. Electricity, another converter of coal into smokeless fuel, is a form of technology where a national transmission grid, and the chance to generate most of its power in very large and efficient stations, have offered savings in cost to offset the rise in coal prices. Similar "economies of scale" by making gas in huge gasworks are limited by the fact that carbonisation produces two fuels: coke is bulky, hardly valuable enough to be transported over the large areas such big gasworks could serve.

Since the war the establishment of a large oil refining industry has offered a wide range of petroleum products to compete with coal, electricity and gas. Both of the gas industry's main competitors, again, have a virtually unassailable hold on certain slices of the market: electricity on lighting, petroleum on motor vehicle fuels. This gives them a freer hand to compete in price with gas, which has a number of specialised industrial and domestic uses—such as cooking in the home—where it has an established ascendancy, but perhaps not quite as firm a monopoly.

The general "switch to oil" of which we have heard so much in recent years, therefore, has been to some extent at the expense of gas, as well as of raw coal. Gas sales have indeed risen, particularly in the industrial market; but not as fast as the industry hoped, and not at anything like the rate that sales of electricity and oil have been increasing. Gas has always been Britain's least controversial, most smoothly-run nationalised industry. But a few years ago there were fears that this very modesty was a sign of quiescence in the face of rumbustious and successful competitors.

Since then the gas industry has cold-bloodedly assessed its future difficulties, and decided to make radical changes in its own technology to overcome them. It set in hand the extensive exploration for natural gas mentioned above; and it has brought to the stage of full-scale experiment a project for importing liquefied natural gas from overseas, in specialised tankers. It is well ahead with the development of "complete gasification" processes, which will be able to use less specialised coals and turn them into gas without coke—thus relieving itself of some of the complications of making and distributing two fuels at once. But these are medium- and long-term plans. In the meantime it is concentrating on a radical change that it can achieve more quickly—making all the use it can, in a variety of ways, of oil.

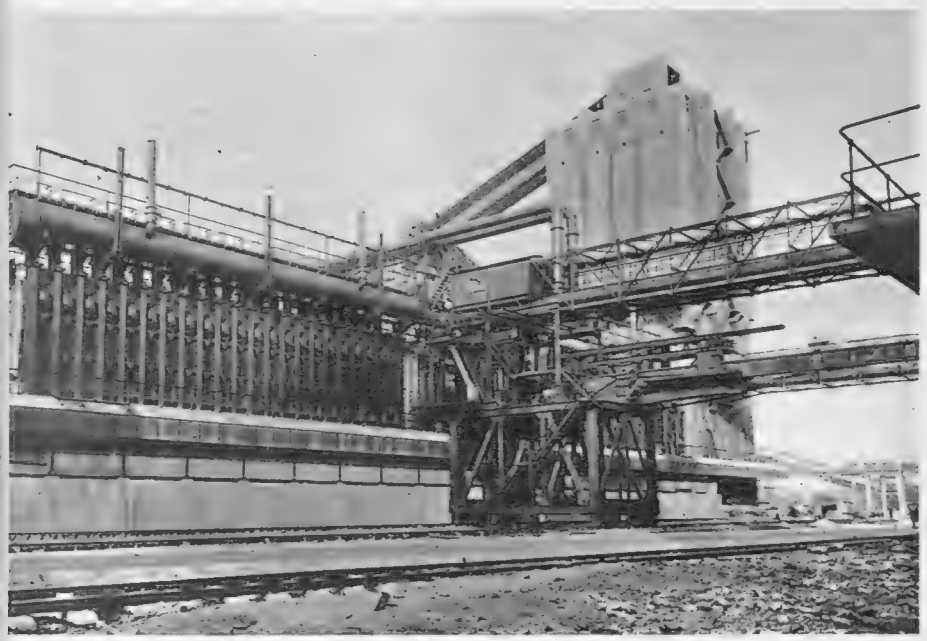
The gas industry has used oil for a long time on a small scale—to enrich the "water-gas" that it makes from coke and steam in small "peak load" plants to supplement its supplies from carbonisation equipment. But during the last few years it has been putting in plants to make gas from oil on a much larger scale. Its biggest plant, a new works adjoining the oil refinery of the British Petroleum Company at the Isle of Grain, in Kent, has a capacity of 20,000,000 cub. ft. a day as a first stage, and will later be extended to produce 60,000,000 cub. ft. a day. At the time of its latest annual report the industry had twenty-five oil gasification plants on order, with fourteen more to come. When all of these are completed, the total capacity will be 120,000,000 cub. ft. a day—using about 400,000 tons of oil products a year, but saving more than a million tons of coal.

One advantage of plants such as these, for both the gas and the oil industry, is that they can be equipped to convert into gas any of the "fractions" that an oil refinery finds it convenient to pass to them. In its water gas plants the gas industry uses a special "gas oil," one of the black oil products for which total demand has been rising so rapidly in recent years from other customers in the British market. The new plants can make gas out of some of the lighter oil products that are not selling so easily—for example, some of the low-grade gasoline fractions that have been left spare as motorists exercise their preference for premium grades of petrol.

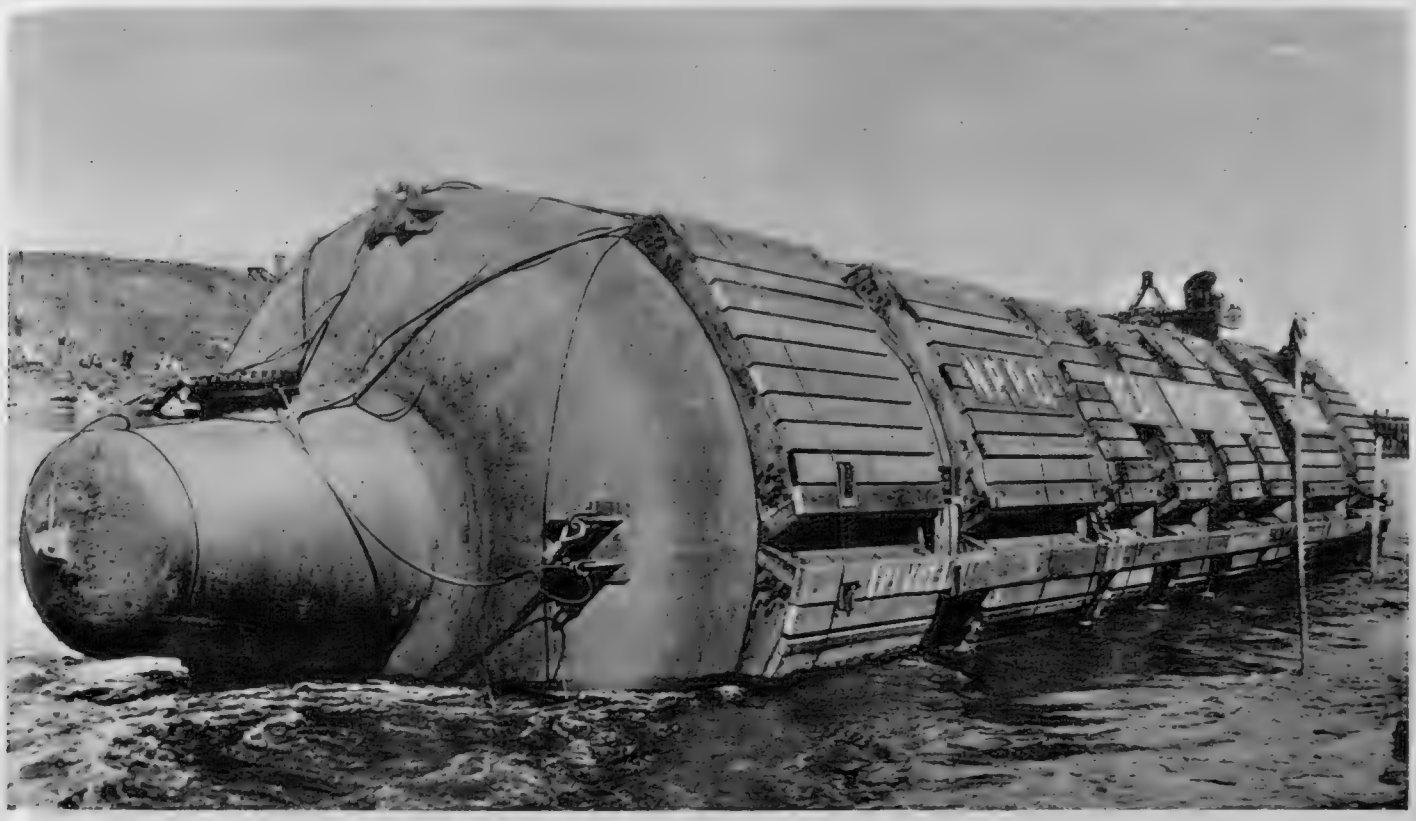
Not all of the oil products from a refinery come out as liquids; some are gases already. "Tail gases" left at the end of the refining process can be used to some extent for heating purposes on the refinery itself; but there is usually some surplus to be "flared off" at the top of a tall chimney-stack. The gas industry can use this for "reforming" into town gas; and it has made arrangements with Shell, Mobil, and Esso to buy tail gases from their refineries at Shell Haven, Coryton, and Fawley respectively. The North Thames Gas Board has laid a 24-in. steel pipeline to transmit the gas from Shell Haven and Coryton, at high pressure, to the gasworks at Romford. This purchase of refinery gases, which would otherwise be wasted, will give the industry supplies equivalent to the production from another half-million tons of carbonisation coals.

From all the technical developments that it has set in train, the gas industry is looking forward to a transformed industry in which gas will be produced mainly at large plants near coalmines or refineries, using abundant small coals or "spare" petroleum fractions, and transmitted round the country through a high-pressure "national gas grid" of pipes, somewhat on the lines of electricity transmission. It will supplement this by the use of natural gas wherever it is found and by imports of natural gas to the extent that these prove economic (this, incidentally, is another product that the gas industry will be buying from the oil industry). In remote places where demand is too small to justify grid connections or large plants, specialised small-scale oil gasification plants may again fulfil its needs. The refineries offer, in addition, supplies of "L.P.G."—liquefied petroleum gases—that can be a cheap means of "peak load" production for the few days of extreme demand during the winter.

Few people in the gas industry are ready to be too dogmatic about the extent to which it will finally be dependent upon its different fuels and sources of gas. There are still many who hope that new processes will enable the industry to rely mainly on coal—though less specialised and cheaper coals; others put vast hopes on importing natural gas; others look chiefly to oil, as a material of which prices have remained relatively so stable over the years. But there is no doubt that the industry's switch to oil—as the first fruits of a policy of technical change to make it more competitive—has already freed it from one incubus, its dependence upon one basic material of which the cost trend seemed, inexorably, upward.



GAS FROM COAL AND OIL: *Left*—**At the South Eastern Gas Board's plant at East Greenwich, a ram machine discharges coke from the ovens. In the background is the service bunker.** *Right*—**The Board's Segas plant at the Isle of Grain, where gas is produced from oil. The process is one of catalytic gasification. This causes steam to react at high temperatures with some of the excess carbon to produce hydrogen and carbon monoxide. The rest of the excess carbon is burned to provide necessary heat.**



On left—

GOING BY SEA

On the River Tees a heat-exchanger for the nuclear power station at Bradwell-on-Sea is manœuvred into position before being taken in tow for the journey by sea to Essex. The twelve heat-exchangers made by Head Wrightson, a member of the Nuclear Power Company, have proved too large to be transported by road or rail. Each of them consists of a 200-ton vertical pressure vessel, 92 ft. 4½ ins. long and 19 ft. in diameter over the major portion of its length. Therefore each of the exchangers as it has been completed at the fabricating shops situated on the bank of the Tees has been towed by sea. Great care was taken to ensure that the heat-exchanger remained watertight during the voyage.

SPEEDING GOODS TO AND FROM THE CONTINENT

Rails run on a deck of the Train Ferry vessel *Essex Ferry* which is one of three operated by the Eastern Region of British Railways between Harwich and Zeebrugge. Goods, fluids and machinery of many descriptions from factories throughout the country are conveyed to the Continent direct from producer to buyer. As wagon loads of perishables form an increasing item in daily traffic, special arrangements have been made to re-ice each wagon at points along its journey. The loading routine has been developed so well that a ship can arrive in port, unload, take on another thirty-eight wagons and put to sea again in just over two hours. The specially-built wagons, which are assembled in a nearby siding after being checked through the Customs, are shunted on board the ferry where men apply the brakes and shackle each wagon to the deck.

TESTING THE COMET 4 IN THE WATER TANK AT HATFIELD

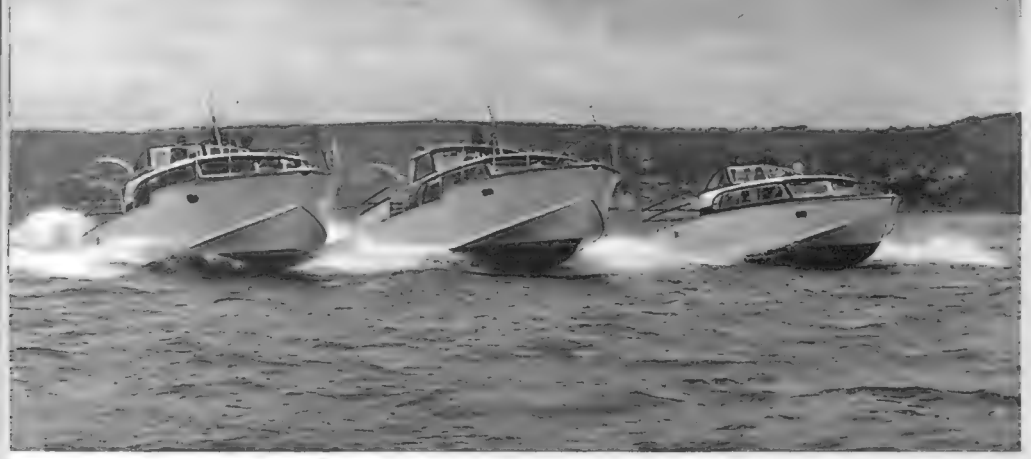
Work goes on day and night during the testing programme of the second production de Havilland Comet 4. Starting in June the series ended recently as the culmination of an exhaustive programme. The tests were the equivalent of 76,000 hours flying, or more than twenty-five years of normal commercial operations and two-and-a-half times the average life of an airliner. No failures or cracks due to the application of flying loads occurred. Testing was halted every 2,000 "flying" hours to inspect the aircraft. This entailed draining and refilling of the tank with a quarter of a million gallons of water. One of the most tested aircraft in the world, the Comet 4 is ideal for many routes of moderate traffic density. The aircraft can fly in and out of most major airports in the world, even those with short runways and obstructed approaches.

On left—

KEW RESERVOIR

The pillars of reinforced concrete support the roof of the North Compartment, one of the two sections of the new balancing reservoir at Kew, near London, built for the Metropolitan Water Board by John Howard and Co. Ltd. The roof is covered in earth and planted with grass. Holding 5,000,000 gallons of water, the structure is 350 ft. long by 220 ft. wide. The value of the contract is £140,000. The Kew reservoir was tested recently and proved satisfactory in every way. It is expected that it will be in use early in the New Year.

LOOKING AHEAD TO THE SAILING SEASON: *Left*—The Seagull sloop, designed by Ian Proctor, is one of the many boats which will be displayed at the forthcoming Boat Show at Olympia. It is also one of the standard kits for amateur constr ıction supplied by Bell Woodworking Ltd., of Leicester. *Right*—Another boat designed by Ian Proctor is the catamaran Catkin, which is being shown by Chippendale Boats Ltd. The Boat Show opens at Olympia on December 31 and closes on January 10.



SPEED ON THE WATER: The Monaco is a fast 36-ft. cruiser exhibited by Arthur Bray Ltd. *On right*—The largest vessel in the Show is Halmatic's 56-ft. *Bevinda*. She is fitted out by James Taylor Ltd., and is powered by twin diesel engines.

BOATS ON SHOW

A Preview of the Display at Olympia

By GABOR DENES

THE 1959 Boat Show, organised by the Ship and Boat Builders' National Federation and sponsored by the *Daily Express*, opens on New Year's Eve and remains open until January 10. This Show at the Empire Hall, Olympia, which is now in its fifth year, has been a meteoric success. It has created its own wide public among active and not-so-active yachtsmen and others interested in aquatic pastimes. It is also the shop-window of an old and growing home industry, as the exhibits are predominantly the products of British brains and skill.

Thus an increasingly higher standard is expected every year, a greater number and variety of exhibits, and a steadily improving high standard of quality. The forthcoming Show will fulfil these expectations. Many more vessels are displayed than before. Although the total area could not be enlarged, space has been found for more exhibitors. Even so, many firms had to be disappointed on the waiting-list for space.

On entering the main hall, attention will be first drawn to the sailing yachts with their towering masts and white sails. Their full beauty can only be revealed when afloat in their true element, and in motion. But I always feel that boats look much more imposing on dry land with the underwater lines fully revealed.

Aero Marine of Emsworth are showing *Meon Maid II*, an 11-ton ocean racer built to a very high degree of craftsmanship and finish. She is a true sister-ship of *Belmore*, built by the same yard last year, which achieved a much-coveted third in the Bermuda race. Another outstanding craft is the Robert Clark-designed 11-tonner, built and exhibited by A. H. Moody and Son, of Swanwick. Built under Lloyd's supervision, she has teak decks, and generally conforms to the highest specification.

The other sailing yachts are smaller in size, but none the less some of them will be of interest. Those who have seen the Fairey Atalanta will be able to compare her with that firm's new model, the 20-ft. Fulmar, as the two will be seen side by side, surrounded by the smaller Fairey craft of which thousands have been built and sold over the world. The new Fulmar has been specifically designed for cheapness and simplicity. A centreboarder, like her larger sister, she is eminently suitable for shallow water exploration, and can be towed on her trailer behind a medium-sized car. She costs around £1,000.

A reasonably-priced small yacht—4½ tons—but built by orthodox methods, is the Caravel, a standard production of David Cheverton and Partners, of Cowes. She is 23 ft. overall with 7 ft. 5 in. beam and 3 ft. draught and has a sail area of 228 sq. ft. Stebbings, of Burnham-on-Crouch, are showing another small sloop, clinker-built of mahogany. This 4-tonner can be built for as little as £700 complete, but not including the trailer on which it is shown. The same firm has a 9-ton cruiser racer on view, which is of interest, as she is built of steel, at a cost of £3,650.

There is plenty of interest to see among the rest of the sailing yachts, including the 19-ft. Leeward for under £400, shown by Gus, Lee and Boswell Ltd., and the 11-ton fishing-boat type of yacht by Miller and Sons fitted with a powerful auxiliary as well as nearly 300 sq. ft. of canvas, at the other end of the scale.

As usual, motor cruisers far outnumber the sailin yachts, and among these will be found the largest vess in the Show, the 56-ft. *Bevinda*. Her builders, Halmat Ltd., claim that she is the world's largest single reinforce resin moulding. Fitted out by James Taylor Ltd., she powered by twin Mercedes Benz 160-h.p. diesel engines

Perhaps the next biggest craft is the 40-ft. Dolphi Clipper, which was built of all welded steel in Hollan and is exhibited by the Clipper Marine Construction C Ltd., of London. She is also a luxury craft with a cruisin range of 1,000 miles on two 65-h.p. diesels.

There are motor cruisers of all sizes which are bui of the traditional wood, plastic or metal. The Freemar built 22-footer is of reinforced plastic. With its fou berth cabin and petrol engine giving 10 knots it seems good buy at £1,355, while the Morgan Giles-built Monac fast 36-ft. cruiser exhibited by Arthur Bray Ltd. is a muc more luxurious and correspondingly more expensiv example. Bruce Campbell's 23-ft. high-speed cabi cruiser, the Christina, is probably the fastest with he speed of 40 knots, as claimed by the makers. Althoug not quite of the same category, the R.N.L.I.'s new 42-f lifeboat, *Alfred and Patience Gottwald*, built for th Aldeburgh Station, will attract large crowds.

Of all the boats exhibited, the largest number fall int the category of sailing dinghies, and here the variety tremendous. In addition to the well-known and estab lished dinghy classes, several new types are shown, man of which are intended for amateur construction. The mo striking and novel is the Pegasus, shown together with a

NTRASTS IN SIZE: *Left*—The Pegasus, which has been designed by Uffa Fox, is the first round bilge dinghy that can be built by amateurs with the use of a special type of plywood which is capable of bending in all directions. Many of the exhibits at Olympia are intended for amateur construction. *Right*—*Belmore* is the sister-ship of *Meon Maid II*, an 11-ton ocean racer which is being exhibited at Olympia by Aero Marine of Emsworth. *Belmore*, which was built last year, won third prize in her class in the Bermuda race.

STRAL AND CINDERELLA : *Left*—Mistral is a 15-ft. outboard runabout which can be constructed by amateurs. It is remarkable for its round bilge form. In the kit for the Mistral the curved parts of the hull are supplied already formed, having been moulded by the manufacturers (Kitboats Ltd.). *Right*—Bruce Campbell's Cinderella is being shown by Fairey Marine. In the show there will be almost as many speedboats and motor launches as sailing dinghies. Every kind of sport on and under the water will be displayed.

nterprise and a G.P. 14, by the Bell Woodworking Co., to specialise in the production of kits for amateurs. e Pegasus, designed for them by Uffa Fox, is the first nd bilge dinghy that can be built by amateurs, using pecial type of plywood capable of bending in all direcns. Jack Holt, another pioneer in the design of dinghies r amateur construction, is showing eight of his designs his stand, all available in complete, part-assembled or form.

Ian Proctor, who is one of our most distinguished signers of racing dinghies, is represented on several nds. Smallcraft of Southampton are showing his new -ft. Wayfarer equally suitable for cruising, racing and mping; and the 11-ft. Gull sailing, pulling and outboard ghy, both available in kit form. Bossoms' Boatyard showing Proctor's Alpha fibreglass 12-footer, designed marily for the Oxford University Y.C. as a one-design. Seagull is seen on the Bell stand. Proctor's special sts in boats will be shown on several builders' stands; parately they are shown by South Western Marine ctors, one of the largest trade distributors of marine uipment.

Kitboats Ltd. are showing their two successful kitilt sailing dinghies, the Eleven Plus and the Grebe, as ll as (and this brings us to the category of motor nches and runabouts) their newly-introduced Mistral. is is a 15-ft. outboard runabout for amateur construcn, which is remarkable for its round bilge form, making the first home-made runabout. In appearance it is indistinguishable from a professionally-built one. Kitboats ve used a different approach to this problem from the makers of Pegasus. In the kit for the Mistral, the curved parts of the hull are supplied already formed, having been moulded by the manufacturers. This makes for great strength and easy construction by the amateur.

There are almost as many speedboats and motor launches as sailing dinghies on show, and let us hope that many of these will be exported. Fairey Marine are showing Bruce Campbell's Cinderella, which is capable of fabulous speeds. Graham Bunn Ltd. are showing five different models of speedboats, ranging from £150 to £800 in price. Generally, the selection is as great over all this category, which comprises a large number of exhibitors, the twin-hulled Katamar imported from Italy being the most unusual.

Equally wide choice is offered to the visitor in engines and most of the well-known makers are represented among the many exhibits of petrol and diesel engines (the latter continuing to gain the ascendancy). The best British and foreign outboard motors are also there. An unusual exhibit is the Sub-Aqua-Jet, which turns the underwater swimmer into a one-man submarine in the same way as an outboard motor makes a motor-boat out of a pulling dinghy. Its two batteries will drive the propeller for two hours on one charge at a speed of 1 knot, and can be used in depths of up to 100 ft.

In the catamaran field we see the Shearwater III, the most popular design so far, by G. Prout and Sons, who are also showing a new 14-ft. design for single-handers. Chippendale Boats Ltd. are presenting the Ian Proctor designed 12 ft. 6 in. Catkin (as well as some beautifully-made conventional dinghies).

Air Service Training Ltd., the makers of the already known Jumpahead catamaran, have produced a smaller one also, the 12-ft. River Cat. On the stand of Seasales Ltd., will be seen two even smaller "cats," possibly intended only for children to play with, as the smaller one is only 8 ft. long. I am told they sail quite well.

A novel idea of incorporating the transportation of a sailing-boat in a caravan has been tackled by two firms. The Gatemead "Crew Van" will carry a 15-ft. boat as well as serve as a caravan to sleep four with full equipment. The other version by Aquarelle Ltd. is very similar.

The Boat Show would not be complete without its many exhibits of yacht chandlery and yachting clothing. Buoyancy features are prominently displayed. Beaufort, Dunlop and R.F.D. are showing excellent liferafts which should be a must for all yachts cruising in blue water.

In the way of personal buoyancy, two methods seem to stand out. One is the result of a new Ministry of Transport regulation which makes it compulsory that kapok in life-jackets should be enclosed in plastic. The "Fairway" life-jackets for adults and children, which are shown by South Western Marine Ltd., have been made on this new principle for two years and were, in fact, in advance of the new regulations. The patented "Marksway" clothing, made by Quadrant, which can be seen on the stands of Captain O. M. Watts, Seasales Ltd., and others, incorporates almost invisible buoyancy of great capacity. Terylene ropes and sails, ingenious new folding anchors, trailers, fire extinguishers, echo-sounders, marine radios, calor gas and paraffin cookers, books, charts, and every conceivable piece of gear in vast variety complete this bright, well-arranged and lively show.

ITALIAN INFLUENCE IN DESIGN

The New Wolseley 15/60 and the Vignale Vanguard; at the Opening of the Preston By-Pass; Car Conversions and Other Matters

By "THE SPHERE" MOTORING CORRESPONDENT

ONLY a few days of the Old Year remain, so I gladly take the opportunity to wish SPHERE readers happy motoring in 1959. May your cars never let you down; may arguments of all kinds with other drivers be few and far between; may purchase tax be reduced *before* and not *after* you buy your new cars; and may an early reduction in the petrol tax help to prune the cost of your motoring.

The year just dying has been a boom year for British motoring. Record production (topping the million for the first time) and record exports (with a special brand of success in the United States) have helped the major car-building firms to wave greatly-improved profit and loss accounts in the happy faces of shareholders. Mike Hawthorn won the racing drivers' world championship. Tony Vandervell has won the manufacturers' motor-racing championship with his fabulous Vanwall. And if we may include motor-boating in this quick review of British achievement Donald Campbell also brought new prestige to Britain by improving still further on his world water speed record.

Announcement of the new Wolseley 15/60 was an event of exceptional significance in the history of the British Motor Corporation. It is the first normal saloon model to be "unveiled" by the Corporation since it signed up the exclusive services of Pinin Farina, of Turin, one of Italy's most famous stylists. The Austin A.40 gave us a foretaste of what to expect as a result of this happy association. The new Wolseley is most impressive. Its proportions are excellent and I was particularly struck by the distinctive tail-fins, the clear-view, wrap-round windscreen and rear window, the "lip" at the rear edge of the roofline, the generous dimensions of the rear bumper and the design of the front end. Here the vertical radiator grille, which is recognisably Wolseley, has been blended with horizontal louvres to achieve a pleasant balance.

Having regard to the B.M.C.'s clear-cut rationalisation policy I should imagine we shall see other new models from the Corporation next year using the same basic body shell. The Austin range stands to benefit most from this possibility and the improved looks of B.M.C. cars as a whole should increase still further the popularity of these reliable models in both home and overseas markets.

The new Wolseley replaces the 15/50 and the price surprisingly remains unchanged at £991 7s. (£660 plus £331 7s. purchase tax). It uses the same "B" series engine; a 4-cylinder, 1,489 c.c. unit which now produces 60 brake horse-power. This has been done by increasing the compression ratio and by carrying out other modifications.

Top speed is nearly 80 miles an hour and the makers claim impressive fuel economy. They say a petrol mileage figure of 37 to the gallon is obtained at a steady 40 m.p.h. and that 29.5 m.p.g. may be expected cruising at a steady 60. And that is a happy pace for this handsome new Wolseley, which carries on the traditions of the marque in regard to passenger comfort, ease of control and distinctively smart interior arrangements. Hide upholstery is used and the individual front seats are separately adjustable. There are thick pile carpets and the facia and door cappings are adorned by burr walnut. This gives a rich look, but I cannot help thinking the treatment is a little old-fashioned. They might with advantage have used leather. There is a central arm-rest at the rear and the facia is covered with black leather-cloth to prevent glare. The edge of the facia is padded with foam rubber.

The lever controlling the four-speed gear-box is placed centrally and it is a sign of the times that a steering column lever is not available even if a customer is willing to pay extra. I applaud this sensible decision. The gear lever on the new Wolseley is cranked, is just the right length and is a pleasure to use. A heater and screen-washers are standard. The luggage-boot has a capacity of 19 cubic feet and is unobstructed by the spare wheel, which is housed in a separate container underneath.

Prime Minister Harold Macmillan was at his jauntiest when he went to Preston, in Lancashire, to open Britain's first short stretch of motorway. It was a historic moment when he pressed a button to cut a tape and raise a barrier pole from which a Union Jack fluttered as the crowd cheered.

In his speech Mr. Macmillan aptly quoted from Robert Burns:

I 'm now arrived—
Thanks to the gods !
Through pathways rough and muddy:
A certain sign that making roads
Is no' this people's study.
Yet though I 'm no' wi' scripture crammed,
I 'm sure the Bible says
That heedless sinners shall be damn'd
Unless they mend their ways.

"This road," said Mr. Macmillan, "is a sign—not the first sign but the most striking so far—that we are no longer heedless sinners and that we are determined to mend our ways."

Surgery of the kind practised by car stylists on the body-shape of old models has seldom produced better results than that achieved on the Standard Vanguard. The new Vignale model is a really good-looking car, yet the transformation has been achieved with a minimum amount of re-tooling. For this the Standard Motor Co. has largely to thank Italian Giuseppe Michelotti.

I have recently carried out a prolonged road test in the new Vignale Vanguard. I discovered, in a way that is not possible during a short trial, that the Vanguard has also undergone a number of subtle mechanical changes which add finesse to a design that has long been noted more for its rugged reliability than for refined performance. The 2-litre 4-cylinder engine pulls so smoothly that the uninitiated could mistake it for a six.

The car I borrowed had the Laycock overdrive, and I would strongly recommend anyone buying this well-built family saloon to supplement its three-speed gear-box with this valuable device. It is worth the extra few pounds. Without it the Vignale Vanguard costs £1,043 17s.

Quite a few enterprising British engineering firms are kept busy these days by the growing fashion of car "conversions." For fees ranging from £15 to £100 or more, according to the work done, it is possible to get most standard models "souped-up" to give livelier acceleration, a higher top speed and better pulling at low speeds. It is probably the answer to your puzzlement when your powerful car is unexpectedly overtaken by a tiddler with an engine half the size; or when you are beaten at the traffic lights by a car costing a quarter the price of your own. The extra urge is produced in a variety of ways. They fit new carburettors, change the manifolds, polish the ports, raise the compression ratio, put on new cylinder heads, insert stronger valve springs and do other strange things I do not pretend to understand.

When cars are given the full treatment it is sometimes thought desirable to stiffen the suspension, fit anti-roll bars, use different brake linings and even introduce power assistance for the brakes. Four of the men who deserve credit for their pioneer work in the conversion field are Raymond Mays (of B.R.M. fame), Mike Christie (the hill-climb expert who runs Alexander Conversions), John Sprinzel (well-known rally driver who controls the Speedwell organisation) and Basil de Mattos (Laystall Engineering).

I am willing to bet that the compulsory testing of vehicles ten years old or more will begin next summer. The start has been delayed by a number of factors, including a legal snag in the draft regulations which has now been sorted out. Mr. Harold Watkinson, Minister of Transport, has invited applications for appointment as authorised examiners. The people who can send in their names are mainly commercial garages and firms with suitable premises, equipment and experience.

It is expected that it will take four months to inspect the premises and facilities of all the applicants. The Minister will not make an order for compulsory testing until he is satisfied there are enough testing stations in all areas of England, Scotland and Wales. No limit is placed on the number of testing stations in any area.

Godfrey Davis Ltd., the old-established British car-hire firm, have announced an interesting development of their activities. They are engaging local garages to act as their agents all over the country. "We supply them with the latest models, fitted with radio and heater, and we intend replacing them every year," said Mr. Godfrey Davis. Hire charges are the same everywhere. A pilot scheme was introduced for London and the Home Counties in September, and there are now seventy-five agents with cars in a 50-mile radius of London. In working out this new scheme Godfrey Davis have drawn on the experience of Avis Incorporated of America. Agents have already been appointed in a number of important provincial cities, including Manchester, Birmingham, Glasgow, Blackpool, Nottingham, Worcester, Sheffield and Leicester.

Confidence in the future has been shown by Renault Ltd., in embarking on a £250,000 extension scheme at their factory on London's Western Avenue. The foundation-stone was laid recently by M. Jean Chauvel, the French Ambassador. Provision has been made for a new showroom, two-storey office block, repair workshop, car delivery bay and for car storage. When these facilities are available, space in the existing assembly plant will be released for use as a new paint bay and mechanised assembly conveyor. The vast majority of cars assembled—with a considerable British content—at the Renault factory at Acton are Dauphines. Output of this attractive rear-engine model this year has been in the region of 4,000, compared with 2,000 in the previous year

THE WOLSELEY 15/60: It is the first normal saloon produced by B.M.C. in association with the Italian designer, Pinin Farina. A "B" series engine is used and the 4-cylinder unit of 1,489 c.c. gives 60 b.h.p. as the result of an increased compression ratio and other modifications.

THE VIGNALE VANGUARD: This 1959 Standard model shows the influence of the Italian stylist, Michelotti. A number of mechanical changes have also been made. The car has a 2-litre engine.

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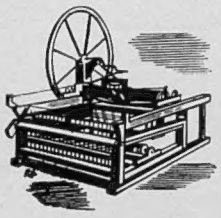
British Achievements

Speak for BRITAIN



Mechanised Production

Mechanisation in factories stems from Hargreaves' Spinning Jenny of 1766, the origin of all machine-powered production processes.

Railways

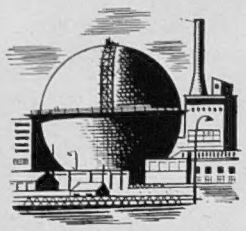
Britain, birthplace of the locomotive and home of the world's first railway, also leads in the latest field of railway traction. The 3,300-h.p. "Deltic" diesel locomotive is the most advanced and powerful in the world.

Gas Lighting

The first basic improvement in lighting since the oil lamp was the British development of gas lighting by William Murdoch (1754-1839).

Nursing

The initiative and humanity of a British woman, Florence Nightingale, led to the founding of the first organised nursing services in the world.



Nuclear Energy

The first artificially-induced nuclear reaction took place at Cambridge, England, in 1932. British development of nuclear energy for industry has borne fruit in the world's first atomic power stations.

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